



CITIZENS FOR FLORIDA'S WATERWAYS

Volume 23 - Issue 4

May/June 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*

I have to admit, I dream of 3 to 4 feet of crystal clear water at my dock. For the last month, my dream has been reality here in the Islamorada area. The time has come for us to return to Merritt Island and the reality of issues and threats to our backyard paradise. Nonetheless, we live in such a beautiful area with so much to offer that it makes returning home a pleasure.

Now it's time to get the 21st Annual CFFW Powerboat Poker Run organized and accomplished. This year we have chosen July 9th as the date, so as you read this it's time to get boat and crew lined up and ready for another fun day navigating around the Indian and Banana Rivers, making stops at our waterfront businesses and sponsors on your way to our card dealing destination and the awarding of cash and prizes.

As in previous years, our boat entry fees remain the same and include one Poker Hand and one Event T-Shirt. Additional Poker hands and T-Shirts are available for purchase so that everyone in your crew can play as many hands as they wish. There's an Event Flyer in this edition of the Newsletter, on our website (cffw.org) and on our Facebook Page. Check back for further information as we finalize the stops and destination.

On the political front, the Manatee Forum convened its annual spring meeting in Tallahassee early in May. The biggest change was the return to a professional non-advocate chaired and facilitated meeting rather than the more recent FWC Imperiled Species employee managed meetings. Additionally, more time was allocated for the meeting in the hopes of providing for more in depth discussion of key issues. Many of these are related to changes in manatee management that are more consistent with a growing and healthy population vs. one in threat of extinction.

During the meeting, CFFW representatives questioned the FOUR Month Lack of Response from FWC to the unanimously approved Resolution of the Brevard County Commission forwarded to FWC last January. The resolution requested review of the current Brevard County Manatee Protection Plan, including investigating the effectiveness of the existing regulated zones and potential recommendations for changes.

This non-responsiveness is especially troubling when one considers the swiftness of response and approval to requests for additional regulatory zones from other counties. It is the position of CFFW that this clearly indicates a bias within the FWC for ever-increasing manatee protection regulations (more boat speed zones).

In late May, the FWC imperiled species personnel finally responded, quite negatively, to the Commissioners resolution. Basically saying there is no plan to address the Brevard regulations in the near future. CFFW expects the Commissioners to find the response unacceptable and we will monitor and support any follow-up actions of the County Commission to pursue this issue. Stay tuned. ♦

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Please Mark Your Calendars!

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



- » **July 6, 2016 District 2 Canal Dredging Committee Meeting** - 6:00 pm
Karen Rood Bldg. (near the boat ramp) at Kiwanis Island, Merritt Island.
- » **July 9, 2016 21st ANNUAL CFFW POKER RUN** - Registration is between
9:30 am to 10:30 am. at Kelly Park East Boat Ramp
- » **July 21, 2016 Brevard Marine Advisory Council** - 6:00 pm 2725 Judge Fran
Jamieson Way Building C, 2nd Floor, Florida Rm., Viera, FL 32940
- » **August 1, 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.
- » **August 3, 2016 District 2 Canal Dredging Committee Meeting** - 6:00 pm
Karen Rood Bldg. (near the boat ramp) at Kiwanis Island, Merritt Island.
- » **August 18, 2016 Brevard Marine Advisory Council** - 6:00 pm 2725 Judge
Fran Jamieson Way Building C, 2nd Floor, Florida Rm., Viera, FL 32940
- » **August 29, 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
- » **September 7, 2016 District 2 Canal Dredging Committee Meeting** -
6:00 pm Karen Rood Bldg. (near the boat ramp) at Kiwanis Island, Merritt Island.
- » **September 15, 2016 Brevard Marine Advisory Council** - 6:00 pm 2725
Judge Fran Jamieson Way Building C, 2nd Floor, Florida Rm., Viera, FL 32940

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)

Active Storm Season Predicted For 2016 - Are You And Your Boat Prepared?

The 2016 hurricane season is already racing ahead with the earliest third tropical storm (Colin) on record. Does this record-breaking storm signal a particularly active season? There's no way of knowing, but there have been 26 major Category 3+ hurricanes in the last decade and somehow, all of those storms managed to miss the US. Normally, a major hurricane makes landfall every three years, so it may be time for our highly unusual hurricane drought to come to an end. While the forecast for this year, depending on who you listen to, is for a slightly above to a slightly below average season, that still means around 13 named storms, six hurricanes, and two major hurricanes are predicted. So take the time to brush off your hurricane plan and figure out what you will do to protect your boat if a hurricane comes calling. ♦



21st Annual CFFW POKER RUN set for JULY 9th

Mark your 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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By Don Casey

The outer surface of a fiberglass boat is normally a special resin called gelcoat. Gelcoat has little structural value — the underlying laminates of resin-saturated glass fabric provide that — but gelcoat protects the hull and gives it its color and shine.

Time and exposure eventually erode the relatively soft surface of gelcoat, leaving it dull and chalky. Fortunately, the gloss usually can be restored.

If mildew is present, add a cup of household bleach to your cleaning solution. Difficult stains like fish blood and waterline scum may require the direct application of a concentrated cleaner formulated for fiberglass. Rinse the clean surface thoroughly and let it dry.

For dependable results from wax or polish, the gelcoat surface must be completely free of oil and grease. Detergents often fail to fully remove these contaminants from porous gelcoat. Wipe the entire surface with a rag soaked in MEK (preferred) or acetone, turning the rag often and replacing it when you run out of clean areas. Again, protect your skin with thick rubber gloves.

Keeping gelcoat coated with wax—starting when the boat is new — is the best way to prolong its life. Regularly waxed gelcoat can retain its gloss for 15 years or more. The real purpose of a coat of wax is to protect, but wax also has restorative properties if the gelcoat is not too badly weathered.

Polish is not a coating, but rather an abrasive — like extremely fine sandpaper. Polishing removes the pitted surface rather than coating it. Use a soft cloth to apply polish to a small area at a time, rubbing with a circular

After the surface has been compounded, polish it, then coat it with wax and buff it. Providing the gelcoat has an adequate thickness — your boat might have been compounded previously — this process will restore the shine to fiberglass in almost any condition.

Electric buffers operate at relatively slow speeds, so don't try to "make do" with a polishing bonnet fitted to a disk sander or a sanding pad chucked into a drill. You will either ruin the surface or ruin the tool. A buffer with an orbital motion will leave fewer swirl marks.



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Towing For Watersports

By Michael Vatalaro

There's more to towing a skier than meets the eye. Make your day on the water fun and safe with these essential skills.

1. Towing A Tuber Safely

When it comes to fun on the water, few activities are more inclusive than towing a tuber behind your boat. It's fun for all ages, can be done behind just about any style of powerboat, and is straightforward to hook up. While much of this may seem like commonsense to those of us who grew up with watersports, a litany of high-profile accidents last summer has thrust watersports safety into the spotlight. One state, Illinois, passed a new law requiring skier-down flags aboard boats, while others have proposed increasing criminal penalties for negligent operators. But towing safely isn't hard. Just keep these three things in mind.

Keep Your Distance:

The most important thing to remember when towing anyone behind the boat, whether on skis, a wakeboard, or on a tube, is to keep a safe distance from both fixed objects like docks, channel markers, bulkheads, or shorelines — and from shallow water on BOTH sides of the boat. While ropes made for towing tubers are sometimes shorter, a full-length ski rope measures 75 feet long — add another few feet to account for any yoke, or tow bridle, plus the length of the tube itself, and it's best to consider 100 feet as a bare minimum safe distance. A tumbling tuber ejected from his or her ride will often travel an impressive distance above or on top of the water, so more room is safer. If you imagine a swath of water 300 feet wide (the length of a football field) with the boat at the center as your "safe zone," then steer to prevent anything from entering that zone, you'll be off to a good start. Keep in mind that tubers, more than skiers or wakeboarders, are at the mercy of the driver, because they can't steer the tube, or release the line.

Speed Is Relative:

If you've ever experienced the exhilaration of being whipped through a tight turn at the end of a ski rope, you know firsthand that the tube absolutely hums along, skipping lightly across the water. But it may surprise you to know just how much faster the tube is traveling than the boat. The key to this is the length of the ski rope, which puts the tube through a much longer arc than the boat itself travels. In a full turn, particularly a tight one, the tube may travel twice the distance of the boat, which means it's travelling twice as fast as well. So while you, the skipper, may be experiencing that turn at a sedate 20 mph, your rider feels the water rushing by at 40 mph or more — making it doubly important to avoid those aforementioned solid objects.

Be Aware Of Other Boats:

Pay attention to your wake when circling back to retrieve a skier. Arriving at your skier as your wake comes crashing back on you could put your skier at risk of having the boat come down on top of them.

Other than striking a dock or piling, perhaps the greatest danger to a tuber is other boats, particularly after a rider falls off the tube. Unlike skiing, tubing doesn't require flat water, so you often see tubers in more crowded waters. It can be difficult to see someone bobbing in the water waiting to be picked up, even if the tuber is wearing a brightly colored life jacket. Other boaters don't expect swimmers away from shore where you're likely to be towing, and they can easily fail to spot a head just above water. Skiers and wakeboarders are taught to hold the ski or board up out of the water to increase visibility. Tubers don't have this option. For this reason, some states require boaters to display an orange flag on the boat when a rider is down in the water.

To increase the safety of your tubers, avoid towing in congested areas, busy channels, and the like, and pay attention to other boats in the area. Their operators may not be watching you or paying attention to the erratic movements you're making while trying to give your tuber a thrilling ride. Your spotter, a second adult in the boat responsible for keeping an eye on the rider, will allow you to focus on driving, and not the rider. (See sidebar).

2. Retrieve A Skier Safely

The easiest way to keep everyone who goes over the side to ski, wakeboard, or tube safe is to establish a routine around how you approach and pick up a downed skier, then stick to it. You never want to expose your crew to a moving prop, so your routine should focus on bringing the boat close enough to board — but only after cutting off the engine. This means knowing a few things about your boat, including how it handles without power, where the boarding ladder is installed, or where a portable one works best aboard, what your close-in visibility is like from the helm, and how the boat settles into a drift in a light breeze. Alternatively, you can use the third method below, to bring the rope back to your skier, and then shut off the engine and pull them to the boat.

The Approach:

Ideally, you want to return to a downed skier as quickly as possible, putting the boat between them and any passing boat traffic (your spotter should maintain a clear view of the skier at all times, so you can watch other boats). But you also need to approach the person in the water in a controlled manner, being mindful of your wake and its effects if you circled tightly. You don't want to come in hot, cut the engine,

... (Continued on Page 8)

Small Boat Anchoring

by Tim Murphy

Five steps to simple, reliable anchor sets on small boats.

Many boaters — whether fishing, swimming, or socializing aboard — spend their best hours anchored rather than underway. With that in mind, let's look at ways to keep your time at anchor comfortable and safe. The photos that follow illustrate tips for anchoring small boats for short periods of time; as the size and displacement of the boat increase, you'll need heavier ground tackle and different techniques to manage it.

1. Find A Good Spot

A good anchorage offers protection from wind and waves, swinging room, and a quality bottom. Choosing an anchorage that's protected from waves is the best insurance against dragging, as the loads from a pitching bow increase the likelihood of dragging an anchor. Consider the radius of your anchor rode, plus boat length, when you calculate your swinging circle, allowing for changes in wind or current direction, and water depth due to tides. Make sure there are no boats, shoals, rocks, or other objects in that circle. Finally, make sure your anchor works for the particular bottom; the lightweight fluke-style anchor shown here works best in sand or mud; it wouldn't work well on a grassy, rocky, or hard-clay bottom.



Choosing your spot carefully will help you avoid resetting, dragging, or getting close to other boats. Also, before getting started, make sure to tie the end of your anchor rode to a secure position on the boat.

2. Prepare For Anchoring

Before the anchor goes over the bow, make sure you have plenty of rode and that it's free of tangles and ready to run. Anchor rode where length is marked ahead of time helps you determine how much to put out. A length of chain helps weigh the rode down at the anchor for better holding. When you're ready to set, the boat should be motionless, or drifting very slowly astern. Any forward motion will knock the anchor against the boat's stem. This is especially true on boats with a plumb (vertical) bow.

3. Drop The Hook

Pick a spot to drop anchor, keeping in mind where you want the boat to end up and that the anchor will drag a short distance before it sets. As the boat drifts back, lower the anchor slowly to the bottom, then gently pay out the rode. This will prevent the chain from piling up in a heap. If the anchor and rode all pay out in one line, free of tangles, everything should be ready to set it securely in the bottom. Take a turn around a cleat and snub it off every now and then to let the tackle straighten out.



Calculate how much scope you need, based on weather conditions and how long you're staying.

4. Pay Out The Proper Scope

Here's a great way to figure how much anchor rode you are putting out. Most adult arm spans

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Small Boat Anchoring

(Continued from Page 6)

are between five and six feet across, so you can quickly pay out a 5:1 scope by counting the same number of arm spans of anchor rode as the water depth plus your bow height.

Your anchor holds best when the load on it is horizontal, not vertical, so you'll have to let out enough scope to accomplish that. First, add the depth of the water to the height of the bow above the waterline. Now, multiply that total by 5 (for a 5-to-1 scope), and pay out that amount of rode for a "lunch hook" when you'll be aboard in calm conditions. If it's windy, or you might go ashore for a bit, pay out at least a 7-to-1 scope.

If you're anchoring in water 10 feet deep and your bow is 5 feet above the waterline, water depth + bow height = 15 feet, which means that for a lunch hook you should put out 75 feet of rode (15 feet x 5).

For an overnight stop, put out 105 feet (15 feet x 7). When you calculate scope, don't include the chain at the anchor end of the rode unless there's more than 6 feet or so; the chain's job is simply to weigh down the anchor.



With your lunch hook set, sit back, relax, and enjoy the view.

5. Set The Hook

Once you've let out ample scope, let the boat settle back on the anchor to straighten out the rode. A gentle breeze or a mild current may be sufficient for this step. If it's absolutely still, use the engine with just a touch of reverse. Pause and

take a good look around, especially abeam; note your position relative to other fixed objects.

Now put the engine in SLOW reverse. You can expect to move slightly astern as the anchor and rode set themselves and stretch out. Soon, though, the boat should settle in a fixed position. (If at this stage the boat is still moving astern, your anchor may be dragging; pick it up and drop it again.) If the boat's position is fixed, you should see prop wash near the stern, and your anchor rode should be straight and taut.

Nylon is a good material for anchor rode because it stretches, working like a shock absorber between the anchor and your boat's deck cleats.

To thoroughly set the anchor, with the engine still in reverse, increase the rpm. If the boat stays put, you can rest (relatively) easy, knowing you're hooked. Check your swinging room again, assuming that the wind or current might come from any direction. Have some fun.

When it comes time to move on, you'll need to apply a vertical load to your anchor rode to break the anchor free. This means moving gently forward with the engine, and if you don't have a windlass, gathering aboard as much rode as you can by hand.

Beware to keep the rode out of the propeller and rudder, and communicate the position of the rode with the person on the helm if visibility is blocked. Once the rode is directly below the bow of the boat, take a turn on a cleat. Then, signal the helmsperson to put the engine in SLOW forward. The anchor should break free; if it doesn't, apply a little more throttle.

Once the anchor is free, go back into neutral. Bring the anchor and rode aboard, taking care not to damage the hull, and rinse off any mud. Coil and stow the rode, and you're ready for your next anchorage. ❖

Writer and editor Tim Murphy, coauthor of Fundamentals of Marine Service Technology (ABYC, 2012), lives in Portsmouth, Rhode Island.

Towing For Watersports

(Continued from Page 5)

and drift up on your skier only to have your wake push the boat on top of them. When possible, for best visibility, approach with the skier to the starboard side (or the same side as the helm), turn off the engine as you draw alongside, then turn to starboard, letting the boat's momentum carry you into a gentle turn that should slow the boat in front of the skier. In a perfect world, you'd be on the upwind side (the wind on the opposite side of the boat from the skier), so any breeze would move the boat to the skier, and your boarding ladder would be on the same side as the skier. It's always preferable not to require the skier to cross the transom to board the boat. Even with the engine off, a prop or lower unit is no fun to kick or bang into as you swim by.

Off Means OFF:

It doesn't mean neutral. Too many prop-strike stories start with the phrase, "I thought it was in neutral." An inadvertent bump of the throttle, or just a sticky throttle with a linkage out of adjustment, can easily result in a motor that's in gear at precisely the wrong moment. If you've turned the motor off, there can be no mistakes.

After They Board:

Similarly, you never want to start the engine until you, the captain, have visually confirmed your skier is aboard, the ladder has been stowed, and the ski rope is clear of the prop or outdrive. It's not enough to ask about these things; turn around and see for yourself. The few seconds it takes each time you retrieve a skier are well worth it if it prevents you from sucking the tow rope into the prop, or worse.

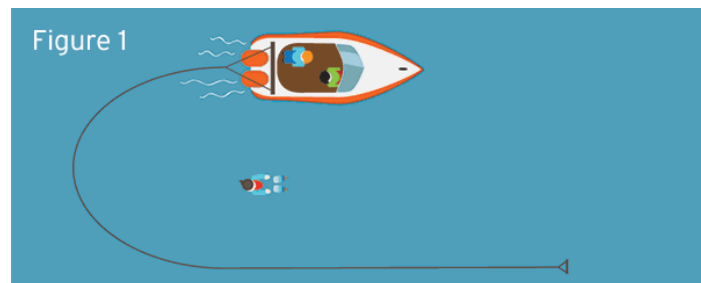


Figure 1
Make a U-turn around your skier at low speed. You don't want to be right on top of them.

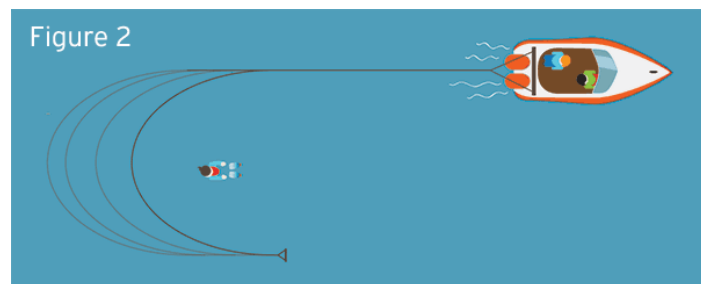


Figure 2
As you continue past, the drag of the handle will make the bend in the line slip up toward the skier, making it easy to reach.

3. How To Return The Tow Rope To A

Downed Skier

"Wipeout! Skier down!" shouts your spotter. Those words cause you to spin the wheel and start looking for your downed skier, bobbing in the water, waiting for another go. But what's the best way to get the ski-rope handle back in their hands?

Not As Straightforward As It Looks:

You've got a couple of issues to overcome. First, you can't just circle skiers and expect them to swim out to the rope. For one thing, it's difficult to move at all with skis on in the water, and the more effort they spend swimming, the less energy they'll have for fun. Secondly, you can't turn too tightly or you'll run over your own rope. What you need to execute is a tight U-turn, off-set with the skier at the bottom of the U (see Figure 1). To do this safely, keep these tips in mind:

- Your spotter should keep an eye on the skier at all times as you turn around them in the water, keeping the boat a safe distance away. You should also do so, but with a lookout for other boats as well.
- Keep the throttle at idle, so you're just making headway (dead slow).
- You can pinch the U at the end of your turn if need be, to bring the rope back more quickly. But make sure you don't run over the handle.
- The rope's handle is what makes this U-shape effective. It acts as an anchor of sorts, creating more drag in the water than the line to which it's attached. When you make the turn at the bottom of the U, the handle's drag makes the bottom of the U-shape slip through the water, almost like a noose tightening, coming closer to the skier than the boat originally passed. (See Figure 2). Done correctly, the line will end up passing behind the skier's back. All they have to do is lay back and wrap an arm over it, then pass it over head. At that point, it's best to have the boat in neutral, so you aren't pulling them through the water before they're ready.
- This technique will also work with most tubes, though those riders are free to swim to the tube if you just drag it past them. It also should be noted that crew-overboard devices such as a Lifesling or life ring on a long line can be brought to a person's hands in the same manner, so sailors should practice this maneuver as well. ♦

Jr. Safe Boating Boat Outing and Picnic

A Jr. Safe Boating Outing and Picnic will be held by the Banana River Sail and Power Squadron on July 30, 2015. This is a reward and thank you activity for all those new boaters who have attended the Jr. Safe Boating Class, and earned their Florida State required Boating Education Card. These new boaters are now allowed by law to operate a vessel in Florida waters.

This no-cost outing will be held at Rotary Park at Suntree (US 1 and Suntree Blvd). We will start at 10:00 and the outing will last to approximately 3:00. It is open to all to 2016 Jr Safe Boating students and their parents, all Banana River Sail and Power Squadron members and all members of the United States Power Squadron.

The activities will include a slalom course will be available for idle-speed maneuvering by a boat provided for Jr. Safe Boating graduates, a model boat (remote control) with mini slalom course, and a 14-ft day sailor will be available with instruction. A Picnic lunch will be served at noon.

Attendees are welcome to bring their boats; however, launch facilities are not available at Rotary Park. The nearest ramp is at Pineda boat ramps.

WHEN: July 30, 2016, 10 AM - 3:00 PM

WHERE: Rotary Park at Suntree
(US 1 and Suntree Blvd)

COST: FREE

RSVP by July 23 calling 321-220-7775 and leave message or email hofmanneg@juno.com



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Restoring the Shine to Fiberglass (Continued from Page 4)

Restorer

In recent years a number of products have come on the market that claim to restore the surface of the gelcoat. Restorer formulations renew the gloss in essentially the same way as wax — by providing a new smooth surface — but without the need for buffing. Results can be dramatic, but because restorers are a plastic (acrylic) coating — similar to urethane varnish — they can wear off, flake off, and occasionally discolor. Restorer kits typically include a prep wash and sometimes a polish in addition to the restorer. A specialized stripper for removing old sealer is also necessary.

There are variations in the recommended application, but in general it is the same as already described — clean, polish, and coat. The acrylic sealer is usually water-thin, so applying it to the hull is much easier than, say, paste wax. And it dries to hard film, so no buffing is needed. However you do have to apply several coats — five is typical — to get a good shine. If the product you have selected doesn't include an applicator, use a sponge or a soft cloth to wipe the sealer onto the gelcoat. Drying times are short, so subsequent coats can generally be applied almost immediately.

A multicoat application can restore the shine to weathered gelcoat for up to a year, but when it is time to renew it, you will need to remove the old sealer using the special stripper supplied in the kit (or available separately). Apply five fresh coats of sealer and your boat should shine for another year. ♦



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Citizens For Florida's Waterways

Presents



Our 21st ANNUAL POWERBOAT POKER RUN

Saturday, July 9, 2016

**Registration - Kelly Park East Boat Ramp
(Merritt Island) 9:30 to 10:30 am**

Participating Businesses

**Nautical Spirits, Island Waterfront Grill,
Squid Lips-CB, Sunset Café, Telemar Bay Marina
Captain Katana's, Pineda Inn, SquidLips-Melb**

DEAL CARDS / AWARD PRIZES - Grill's Riverside

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and Lady with the most Queens

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Additional Hands and T-Shirts Available Separately**

Visit our Website CFFW.ORG or
visit Citizens for Florida's Waterways on FaceBook

for More Information & Updates

Or email Bob Atkins ratkins@cffw.org



CFFW Member Recognition

New Members

Merritt Island

Ricky D. Peavler

Diamond Level (\$100 per year)

Bob and Sherry Atkins

Ben Blythe

Jack and Karen Dignan

Don Nesbitt/Waterfront Solutions

Daniel Dvorak

William Eells

Don and Linda Ewers

John C. Farley

Ollie and Sherry Follweiler

Charles and Susan Frazier

Becky and Chris Hamilton/Nautical Spirits

Alston and Kelli Hammons

Gary and Kelly Haugh

Phil Holtje

Keith and Tammy Houston

John Kendrick

Troy and Genese Launay

George and Majel Legters

Cloud and Frances Pawtowski

Sandy Reynolds

Jamie Seymour

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Thumper and Iva Volkmer

Willie and Peggy Wehrman

Bill and Eileen Wetzell

Robert Wille

Gerd Zeiler

Gold Level (\$50 per year):

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Skip and Ruth Bateman

Gregory and Patricia Bean

Howard Bernbaum

Glenn and Sherry DeJong

Paul S. Deschenes

Donald and Annette Doerr

Scott Ellis

Derek Ferguson

Edward French

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Jess H. Yates, D.M.D.

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Merritt Island, FL

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info@cffw.org

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