



CITIZENS FOR FLORIDA'S WATERWAYS

Volume 25 - Issue 3

May/June 2018

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

Seems like about this time every year I include an article on the subject of maintenance. Maybe it's occupied a lot of my thought and time because I've been making plans and performing preparations to trailer our boat to some other areas of the state and enjoy some offshore adventures. So for the past couple of weeks I have been taking care of boat and trailer maintenance and even had some well needed boat lift maintenance and repairs done.

In addition, National Safe Boating Week is May 19-25 this year. This is the week that we need to take another look at our equipment with a focus on safety. Doing these things in the driveway or at the dock prior to departure is where boating safety begins. Keeping our hardware in proper condition and working order helps assure a happy outing on the water.

Starting with the boat, get your annual engine maintenance done. Consider having a professional mechanic do the job and ask them to inspect for any out of normal condition within your propulsion system. This includes lower units, outdrives running gear and propellers. Is the steering still smooth and trim and tilt operating correctly. What about the fluid levels in both?

Perform a good inspection of the hull including all the visible areas on the inside of the hull. A great way get a close-up inspection is by giving your vessel a little clean and shine TLC. Cracks that are beyond superficial gel coat spiders, broken through hull fittings and any visible staining or evidence of water inside the hull should get immediate attention. Significant corrosion of deck hardware should be addressed, especially any item used in securing the boat to trailer or dockage or in the unfortunate case where you need to be towed. How are your lines holding up? What about the terminal hardware on your anchor line. Are your seats secure? Because of the sun's intensity out on the water, take a good look at your bimini and associated shade hardware too.

Are your batteries within service life and still giving strong crank, cells properly filled? And what about your navigation lights, sound device, bilge pump, blower and other electrical equipment? Is your critical engine instrumentation giving you good performance insight? What about your navigational equipment, radio and EPIRB? Some equipment has expiration dates and should be inspected for date and condition. This includes your flares and fire extinguishers. How are your life preservers, especially buckles and straps?

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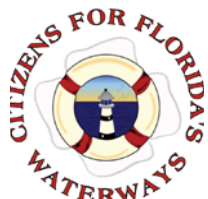
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Please Mark Your Calendars!



- » **May 18-20: Thunder on Cocoa Beach-9th Annual Space Coast Super Boat Grand Prix** at Cocoa Beach CFFW will host a spot at the start finish line at Sheppard Park. Stay tuned to www.cffw.org for more info.
- » **June 4: Board of Directors Meeting** - 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public.
- » **June 6: District 2 Dredging Committee Meeting** - 6:00 pm Karen Rood Bldg (near the boat ramp) at Kiwanis Island, Merritt Island. Open to the public
- » **June 21: Brevard Marine Advisory Council** - 6:00 pm Viera Government Center, Bldg. C, 2nd Floor.
- » **July 2: Board of Directors Meeting** - 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public.
- » **July 19: Brevard Marine Advisory Council** - 6:00 pm Viera Government Center, Bldg. C, 2nd Floor.
- » **July 30: Board of Directors Meeting** - 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public.
- » **August 1: District 2 Dredging Committee Meeting** - 6:00 pm Karen Rood Bldg (near the boat ramp) at Kiwanis Island, Merritt Island. Open to the public

Stay tuned to CFFW.org for more information

Thank You!

CFFW would like to offer a Great Big Thank You to **Lighthouse Christian Church** on N. Banana River Dr. in Merritt Island and also Ben Blythe, for reaching out to us and offering to host our Board Of Director meetings.

They were very gracious to offer their location for our use when Brevard County Parks and Recreation decided they needed to start charging us for the use of the building at Kiwanis Island.

Our Board meetings are open to the public and if you would like to attend one of our meetings just check your newsletter or the website for date and time, we would love to see you there! ❖



President's Message (Continued from Page 1)

If your pleasure is fishing or watersports, is your equipment functioning and ready?

Do you keep your boat on a lift? Any form of corrosion in this system should be addressed appropriately. Check your cables, beams, bunks, motors and winding pipes. After 20 years, my previously galvanized beams and stainless cables were in need of replacement.

Do you use a trailer? Trailer malfunction can ruin an outing before it even starts. Give a good look at the structure with an eye for any signs of fatigue. This includes hitch coupler, bunks, rollers, winch stand, winch and strap/cable. Are your axles straight and true? Are your corroded leaf springs still sound? Trailer tires take a beating sitting in the weather and running down hot summer highways. Here in Florida they may only have a life of 3-5 years. It's time to grease hubs and inspect the bearings and check for traces of wear. Are your brakes working properly? What about the master cylinder and brake fluid level and condition?

Enough already! But we are the captains of our vessels and responsible for the safety, comfort and some level of happiness of our crew. Now that we have done everything we can to assure that our equipment is most likely capable of performing its part, all that is left is for us to operate our vessel safely and responsibly. Know the waters you are navigating on, the kinds of hazards present and the local regulations with respect to speed and operation.

Look out for each other out there. I hope to see you on the water. Have a great boating season. ❖



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2018 LIONFISH CHALLENGE:

Harvesting Florida's Non-Native Fish Offers Rewards

Lionfish Removal and Awareness Day: May 19th - Challenge runs through Sept. 3rd

TALLAHASSEE, Fla., May 15, 2018 – Sign up now for the 2018 Lionfish Challenge and you could win up to \$5,000 while helping rid Florida's waters of non-native lionfish. The competition starts this Saturday, May 19. The Florida Fish and Wildlife Conservation Commission (FWC) urges Sunshine State divers and anglers to register now at MyFWC.com/Lionfish. Once signed up, participants will have through Labor Day, Sept. 3, to enter catches via photo or by submitting tails to checkpoints located at select dive shops and FWC offices.

Participants who harvest FWC-tagged lionfish will receive a customized Lionfish Control Team long-sleeve performance fishing gear shirt. The first tagged lionfish that is removed from each of the 50 reefs will be eligible for monetary or product-based rewards.



Native to the Indo-Pacific and believed to have entered Florida waters from an aquarium release, lionfish are now established along the southeast coast of the U.S., Caribbean, and across the Gulf of Mexico. Due to its venomous spines, the invasive species has few predators and can negatively impact native fish and reef habitats.

In addition to the BoatUS Foundation for Boating Safety and Clean Water which donated \$5,000 toward the effort, support for the program also comes from the American Sportfishing Association, Yamaha, National Marine Manufacturers Association, Coastal Conservation Association of Florida, the Marine Industries Association of Palm Beach County, Dive Rite, Narked Scuba, and Lionator Pole Spears.

Visit myfwc.com/lionfish for more information. ❖

BoatUS Warns Against President's Proposal to Sell E15 Year-Round

Boater's group asks boat owners to speak up now

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ALEXANDRIA, Va., April 17, 2018 – A proposal by President Trump to allow the sale of E15 (15 percent ethanol) gasoline year-round has set off alarm bells at the nation's largest boating advocacy group, Boat Owners Association of The United States.

E15 is prohibited by federal law for use in recreational boat engines, voids many marine engine warranties, and is currently banned for sale by the Environmental Protection Agency during summer months over concerns that it contributes to smog on hot days. Under the President's April 12 proposal, however, a waiver to the Clean Air Act would permit the sale of E15 in the summertime at the same roadside gas stations where most recreational boaters refuel their trailered vessels.

"We are very disappointed," said BoatUS Manager of Government Affairs David Kennedy. "The proposal to sell E15 during the boating season is a recipe for misfueling in the highest order and a giveaway to the big ethanol and corporate farming interests at the expense of America's middle-class boaters.

The little E15 warning label currently required on gas station pumps does next to nothing to protect boaters' engines, and if a waiver is granted, it would dramatically increase the chances of E15 getting into a boat's gas tank."

"With ethanol, boaters continue to pay the price with increased repair bills, lower fuel economy and poor reliability. Instead of more ethanol, we need more effective misfueling-prevention measures that will educate and protect all consumers," added Kennedy.

A study by the National Renewable Energy Laboratory conclusively demonstrated that E15 damages boat engines, and 92 percent of readers of a prominent boating industry publication reported in 2017 that they have seen damage caused by ethanol. A 2016 Harris Poll found that 64 percent of consumers were not sure or did not pay attention to the type of gas they used.

Boaters have long suffered under the Renewable Fuel Standard's (RFS) mandate to increase the volume of ethanol in the nation's fuel supply. BoatUS is asking boaters for help on the issue by posting a message to their congressman's or senator's Facebook page urging for RFS reform. This can easily be done by going to <https://bit.ly/2H62s2p>.

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BoatUS Warns Against President's Proposal to Sell E15 Year-Round (Continued from Page 5)

Passed in 2005, RFS requires the blending of biofuels, such as corn-ethanol, into the nation's gasoline supply. To keep up with this mandate, in 2010 the EPA permitted E15 (fuel containing up to 15 percent ethanol) into the marketplace, but only for some vehicle engines.

The more than half-million-member boat owners group supports fuel choice, including smart biofuels development such as isobutanol, and the availability of ethanol-free fuels that are increasingly more difficult to find. "As more ethanol-blend fuels fill up the pumps, the fuel that most boaters want for safe operation is being pushed out of the market," added Kennedy.



Is Your Boat in Hurricane Country? *Top 6 things to know about insuring a boat in a hurricane zone*

ALEXANDRIA, Va., April 13, 2018 – Will you have a recreational boat located in hurricane country as of June 1? According to recently released predictions by experts at Colorado State University, the 2018 Atlantic hurricane season could be a doozy. If your boat may be in the crosshairs of one of the 14 tropical storms or seven hurricanes predicted, Boat Owners Association of The United States (BoatUS) recommends that boat owners check their boat insurance policy now for these six most important things to know.

1. Who pays for salvage? When a hurricane throws your boat across the boatyard into a big pile, sinks it in the slip, or carries it into a football field end zone, you end up with a salvage situation. If the boat is not a total loss and needs to be recovered and brought to a repair facility, salvage costs can escalate quickly. Most boaters assume that the cost of raising or moving a damaged boat to a safe location – salvage coverage – is included

in their insurance policy. And with better policies that's true: They offer salvage coverage that is separate but equal to the boat's hull coverage limit. This means a boat that's insured for \$40,000 (hull coverage) has another separate \$40,000 available to raise or move the boat (salvage coverage) to a repair facility. Lesser policies limit salvage coverage to either a small percentage of the boat's insured hull value, perhaps just 5 to 10 percent, or they may subtract salvage costs from the insured value of the boat, reducing the funds available to repair the boat or the amount paid in the event of a total loss.

2. You can lower your "named storm deductible" by preparing. "Storm deductibles," which increase your deductible for boat damages incurred in a named storm, are common with recreational boat insurance policies today. One way to reduce the deductible is to make active preparations when a storm approaches, such as

... (Continued on Page 7)

Is Your Boat in Hurricane Country? (Continued from Page 6)

hauling the boat, lashing the boat to the ground, and removing any windage items such as enclosures, canvas and/or sails. Take pictures because some insurers will reward you for the effort and lower your deductible if you have a claim.

3. Know your hurricane haulout coverage, and use it if you have to. For boats in hurricane zones, “hurricane haulout coverage,” also sometimes known as “named storm haulout reimbursements,” is a must. This coverage helps pay boat owners a portion of the labor costs to have a boat hauled, prepared and tied-down by professionals, which include marina or boat club staff, or to have the boat moved by a licensed captain. While a hurricane haulout does cost the boater some money, it’s potentially far less than if the boat sustained damage or became a total loss. The BoatUS Marine Insurance Program pays 50 percent of the cost of labor, up to \$1,000, to have the boat hauled or moved to the safety of a hurricane hole, and the haulout does not penalize the policyholder.

4. Is your boat trailer insured? Not all boat insurance policies cover boat trailers as a separate item, so if a hurricane topples a tree onto your boat trailer breaking it in half, ensure it’s covered. Your insurance company should know the cost of the trailer separate from the boat’s value.

5. A heads up if you have a liability-only boat policy. Some boaters choose liability-only

insurance. That can meet their needs just fine, but ensure that it also includes coverage for salvage and wreck removal, and that separate coverage is available for fuel-spill incidents. Liability-only policies are generally very affordable and especially valuable to boaters when an expensive recovery effort is needed to salvage a boat.

6. How much will be dumped in your lap? More than 63,000 recreational boats were damaged or destroyed as a result of both Hurricane Harvey and Hurricane Irma, meaning tens of thousands of vessels required salvage. Not all insurers provide the same level of service, so ask around. Some insurance companies leave the difficult task of arranging salvage in the owner’s hands. ❖



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U.S. Interior Secretary Zinke Addresses Sport Fishing and Boating Partnership Council Meeting

Provided by Boat US

“Boats are good. A lot of boats are better.”

U.S. Department of Interior Secretary Ryan Zinke addressed the Sport Fishing and Boating Partnership Council at its recent meeting held April 4 and 5 at the Department of Interior in Washington, D.C.

The secretary emphasized the importance of outdoor recreation, specifically as it relates to boating, and included a message directed squarely at America’s nearly 12 million registered boat owners: “Boats are good. A lot of boats are better,” said Zinke, as he discussed his priorities to update and modernize visitor facilities on federal lands and “Bring them into the 21st century” to improve the visitor experience. The secretary also discussed his support for increasing recreational boating access on federal lands, and addressing maintenance backlogs that have plagued the agency for decades.

Council members attending the meeting included Chris Edmonston, BoatUS; Linda Friar, U.S. Fish & Wildlife Service; Gene Gilliland, B.A.S.S.; David Hoskins, U.S. Fish & Wildlife Service; Ron Regan, Association of Fish and Wildlife Agencies; Fred Harris, American Fisheries Society; Alvin Taylor, South Carolina Department of Natural Resources; Barb Gigar, Aquatic Resources Education Association; Scott Kovarovic, Izaak Walton League of America; Janine Belleque, Oregon State Marine Board; John Sprague, Marine

Industries Association of Florida; John Arway, Pennsylvania Fish and Boat Commission; Betty Huskins, Southeast Tourism Policy Council; Eugene “Mac” McKeever, L.L. Bean; Douglass Boyd, Coastal Conservation Association; Mike Nussman, American Sportfishing Association; Greg Sheehan, U.S. Fish & Wildlife Service.

“BoatUS has sat on the council for several secretaries and administrations, and it is encouraging to see how well Secretary Zinke understands the importance of outdoor recreation, and that expanding recreational opportunities improves the conservation of our resources,” said Edmonston, BoatUS Vice President of Government Affairs. “The Secretary also noted that he looked to the council for help, saying ‘I need really good advice.’” Topics for the meeting included discussions regarding the backlog of maintenance at fish hatcheries and parks, permitting issues and improving access to interior lands and waters.

The Sport Fishing and Boating Partnership Council is funded through the Federal Aid in Sport Fish Restoration Act. Its purpose is to advise the Secretary of the Interior, through the Director of the Fish and Wildlife Service, on aquatic conservation endeavors that benefit recreational fishery resources and recreational boating, and to encourage partnerships among industry, the public, and government. ❖

Spring Commissioning Checklist

From Boat US

ALEXANDRIA, Va, March 27, 2018 — With boatyards, backyards, marinas, and clubs now coming to life, spring commissioning time has arrived.

Before You Launch:

- Hose clamps should be inspected and replaced as necessary. Double clamp below-waterline connections, including all hose and fuel lines with marine-rated stainless hose clamps and keeping seacocks closed when you are away are wise moves.
- Inspect cooling hoses for stiffness, rot, leaks and cracking. Make sure they fit snugly.
- Replace deteriorated sacrificial anodes.
- Inspect prop(s) for dings, pitting and distortion. Make sure cotter pins are secure. Grip the prop and try moving the shaft – if it's loose, the cutless bearing (on inboard drive systems) may need to be replaced.
- Check the rudderstock to ensure it hasn't been bent.
- Inspect the hull for blisters, distortions and stress cracks.
- Make sure your engine intake sea strainer is not cracked or bent, free of corrosion, and is clean and properly secured.
- With inboards, check the engine shaft and rudder stuffing boxes for looseness. A stuffing box should only leak when the prop shaft is turning and needs to be inspected routinely.
- Inspect and lubricate seacocks.
- Use a garden hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as

necessary.

- Inspect bilge pump and float switch to make sure they're working properly.
- Check stove and remote tanks for loose fittings and leaking hoses.
- Inspect dock and anchor lines for chafing.
- If equipped, ensure that the stern drain plug is installed
- After the boat is launched, be sure to check all thru-hulls for leaks.

Engine Outdrives and Outboards:

- Inspect rubber outdrive bellows for cracked, dried and/or deteriorated spots (look especially in the folds) and replace if suspect.
- Check power steering and power trim oil levels.
- Replace anodes that are more than half worn away.
- Inspect outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable must be replaced.

Engines and Fuel Systems:

- Inspect fuel lines, including fill and vent hoses, for softness, brittleness or cracking. Check all joints for leaks, and make sure all lines are well supported with noncombustible clips or straps with smooth edges.
- Inspect fuel tanks, fuel pumps and filters for leaks. Ensure portable tanks and lines are completely drained of stale fuel before filling with new fuel. Clamps should be snug and free of rust. Clean or replace fuel filters.

... (Continued on Page 10)

Spring Commissioning Checklist

(Continued from Page 9)

- Every few years, remove and inspect exhaust manifolds for corrosion.
- Charge battery. Clean and tighten electrical connections, especially both ends of battery cables. Wire-brush battery terminals and fill cells with distilled water (if applicable).
- Inspect bilge blower hose for leaks.

Sailboat Rigging:

- Inspect swage fittings for cracks and heavy rust (some discoloration is acceptable). Inspect wire halyards and running backstays for “fishhooks” and rust.
- Remove tape on turnbuckles and lubricate threads, preferably with Teflon. Replace old tape with fresh tape.
- If you suspect the core around a chainplate is damp, remove the chainplate to inspect and make repairs.

Trailers:

- Inspect tire treads and sidewalls for cracks or lack of tread and replace as necessary. Check air pressure — don’t forget the spare.
- Inspect wheel bearings and repack as necessary.
- Test all lights and winch to make sure they’re working properly. Inspect hitch chains.
- Inspect trailer frame for rust. Sand and paint to prevent further deterioration.
- Inspect brakes and brake fluid reservoir.

Safety:

- Check expiration dates on flares. Inspect fire extinguishers. Replace if over 12 years old. Over 40 million Kidde extinguishers with plastic handles

were recalled on Nov. 2, 2017.

- Make sure you have properly sized and wearable life jackets in good condition for each passenger, including kids. Check inflatable life jacket cylinders.
- Test smoke, carbon monoxide, fume and bilge alarms.
- Check running lights and spare bulb inventory.
- Update paper charts, chart plotter software.
- Replenish first aid kit items that may have been used last season.
- Be sure to get a free vessel safety check from the US Coast Guard Auxiliary or US Power Squadrons.

For the Dock:

- Check both ends of the shore power cable connections for burns, which indicate the cable and/or boat’s shore power inlet or the dock’s receptacle must be replaced.
- Test ground-fault protection on your boat and private dock, and know how to prevent Electric Shock Drowning.

The Paperwork:

- Make sure your boat registration is up to date. Don’t forget your trailer tags.
- Review your boat insurance policy and update coverage if needed. Provide a copy to your marina or club.

*A downloadable PDF version of this Spring Commissioning Checklist is available at: www.BoatUS.com/spring-boat-commissioning-checklist. ❖

CFFW Member Recognition

New Members/Merritt Island

Keith Baggitt
Sean Gallagher
Ted Hall
Steve Morrisey
Timothy J. Motty
Anthony Rahes

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