



# CITIZENS FOR FLORIDA'S WATERWAYS

Volume 26 - Issue 3

May/June 2019

*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

### *This is My Favorite Time of Year*

In case you blinked, spring has come and gone. Even though it was more noticeable because of the presence of those onerous flying bug pairs, it still only lasted a couple of weeks. Summer has arrived.

Having lived in Central Florida for a "few" decades, I am accustomed to, and even welcome, the heat and humidity of summer. The time that I have spent away from Florida has made me appreciate what these elements mean to our green and blue environment. I wouldn't trade them for the alternatives. After all, it is the abundance of water that keeps us green and creates the humidity. It is readily available access to that water that offers the best relief from the heat. My suggestion – get out there and enjoy all that Florida has to offer - but don't let the tourists find out that there is a Florida beyond the OIA-theme park-cruise ship corridor. Let's keep our beaches, lakes, rivers, springs and islands our little secret.

As I write this, I am finishing pre-preparations for an annual pilgrimage to the Conch Republic. Over the last couple of weeks I have employed some professional help completing annual maintenance on my normally parked boat trailer at Bob K's, annual maintenance on my boat and motor (Boater's Exchange), and road trip preps on my tow vehicle (Vicker's). Now all I have to do is put the boat on the trailer, hitch it up and grab the gear that makes the Keys so enjoyable. Every year I write a little nagging reminder to take care of our valuable boating equipment - all of it - including docks, lifts and recreational gear. You've been so nagged.

After a couple of year's hiatus due to storms and distractions, the CFFW Annual Poker Run is BACK and promises to be bigger and better than ever. We are partnering with the Merritt Island Christmas Boat Parade organizers (Blue Marlin

... (Continued on Page 3)



## CFFW Officers

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### Government Liason

*Steven Webster*

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## Please Mark Your Calendars!



- » **June 3: Board of Directors Meeting** 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public.
- » **June 5: 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 20: Brevard Marine Advisory Council** 6:00 pm Viera Government Center, Bldg. C, 2nd Floor. Open to the public.
- » **July 1: Board of Directors Meeting** 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public.
- » **July 3: District 2 Dredging Committee Meeting** 6:00 pm Karen Rood Bldg (near the boat ramp) at Kiwanis Island, Merritt Island. Open to the public.
- » **July 18: Brevard Marine Advisory Council** 6:00 pm Viera Government Center, Bldg. C, 2nd Floor. Open to the public.
- » **July 27: CFFW Poker Run**-see flyer and stay tuned to **WWW.CFFW.ORG** for all the latest info.
- » **July 29: Board of Directors Meeting.** 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public.
- » **August 7: District 2 Dredging Committee Meeting.** 6:00 pm Karen Rood Bldg (near the boat ramp) at Kiwanis Island, Merritt Island. Open to the public.
- » **August 15: Brevard Marine Advisory Council.** 6:00 pm Viera Government Center, Bldg. C, 2nd Floor. 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.

If you wish to save your club money on printing and postage, please reply to [info@cffw.org](mailto:info@cffw.org) and we will add you to the email list for your newsletters!

You can view the same exact version online at [CFFW.org](http://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

Real Estate and Stingray Boats), the East Coast Boat Club and the Happy Times Powerboat Club for planning and conducting the event this year. That brings a lot of boating event experience on board. Mark your calendars. The event will take to the water on Saturday, July 27. As in previous years, there will be enough game stops between the Melbourne Causeway and the Barge Canal for you to make your own choices as to how you want to play. We will designate one location as the End of the Run where cash and sponsor prizes will be awarded. Watch for more specific

information on our website, (cffw.org), our CFFW Facebook page, in your eMail, and in our next newsletter. If you have questions, feel free to write me at [ratkins@cffw.org](mailto:ratkins@cffw.org) . Please put "Poker Run" in the subject field.

I'd like to thank everyone that contributed to another highly successful CFFW Marine Flea Market. Some of you really put in significant efforts, but every one of you that helped in any way are much appreciated. The way the event went this year made it worth the effort ❖



### Ask A Friend To Join CFFW

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# Politics is Opinion, Science is Data and Analysis

-by Bob Atkins

I am constantly thinking about the condition of the IRL. The conflict between an ever increasing local manatee herd and an ever-decreasing seagrass abundance is a constant concern. Taking on the political inertia that lead to the requirement to maintain the thermal pollution output at the power plant locations in Port St John in order to provide an unnatural manatee spa. Trying to overturn some of the over regulated waterways we currently have is a never-ending struggle. CFFW is actively involved in several activities directly related to these concerns. I like to think that politics is driven by opinions and science is driven by data. Wouldn't it be wonderful if we could get the data in front of the politics?

While continuing to work on the subject of the decreasing manatee carrying capacity of the IRL, I had the opportunity to meet with the president of Sea and Shoreline Aquatic Restoration ([seaandshoreline.com](http://seaandshoreline.com)). These are the folks that have had great success restoring seagrasses in Crystal River and here at the end of the Merritt Island Airport runway.

It's time to stop looking for a miracle flush of the river. There isn't one. We don't have a major spring outflow. We are not open water like Tampa Bay or the Keys. Our solution cannot be the same as those places.

We have to start approaching the IRL the same as we would an inland lake, a semi-closed system. Once you accept that fact,

the next idea that you have to come to grips with is that the allowable nutrient load in the IRL is directly related to seagrass abundance.

The more seagrass in the system, the more nutrients are absorbed out of the system. Take away the seagrass and the nutrient loading reaches pollutant proportions. This is not to say that we should not limit (runoff, septic leaching and sewer failures) new nutrient introduction into the system, but the best way to restore the system for the long term is by restoring the seagrass. Muck removal will reduce the nutrients that come out with the muck, but it will not increase or maintain the allowable nutrient loading in the system and it will just be a matter of time before we are right back where we are now.

I'm sorry, but when the resident herd of wintering manatees reached 2,000 around 2010, they had an undeniable negative impact on the IRL. By reducing the seagrass, they impacted the allowable nutrient loading. For all those still scratching their heads about what caused the algae bloom . . . think.

Science is not politically correct. We will continue to challenge the agencies, as we have since the 80s, to determine carrying capacity and optimum sustainable population and to understand how they

... (Continued on Page 5)



## Politics is Opinion, Science is Data and Analysis

*Continued from Page 4*

have affected the IRL by altering the natural migration habits of the manatee. Just how many might be too many? How can we not know the answer? I think we have a pretty good idea. I'll keep presenting my results on carrying capacity until someone steps up and does the job we pay them to do.❖

## Boat Spring Checklist

*By Beth Leonard*

It's almost time for summer fun! Working your way through this [checklist](#) will help make sure your boat's ready to go when you are.

### Getting Started

- ✓ If necessary, reinstall batteries. Top up lead acid batteries with distilled water. Fully charge batteries.
- ✓ Clean, tighten electrical connections, especially terminals of battery cables. Coat battery terminals with insulating film of grease, or apply protective battery terminal spray.
- ✓ Open and close seacocks; handles should move freely. Hoses should be double-clamped with stainless-steel hose clamps. Replace any that look rusted.
- ✓ Inspect the raw-water intake strainer to be sure it has not cracked, and is clean and free of corrosion. Make sure the strainer's top fits snugly.
- ✓ Check running lights. Clean/tighten connections or replace bulbs to assure that all are operating properly.



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- ✓ Check VHF and GPS antenna connections by disconnecting and spraying with moisture-displacing lubricant, then reconnect and test.
- ✓ Look for indications of leaking at trim cylinders and hoses as well as at hydraulic steering pumps and rams. Replace the O-ring or gasket if leaking.
- ✓ Make sure the stuffing box or shaft seal is completely dry when the boat is at the dock.
- ✓ Inspect portlights, hatches, and deck fittings for dirty or displaced caulking, water trails, dirt, and green corrosion, any of which signals a leak that needs to be recaulked.
- ✓ Test bilge pump and high-water switches and alarms.
- ✓ Test smoke and carbon monoxide alarms, LPG and gasoline fume detector.
- ✓ Check flares (expiration date) and fire extinguishers (charge), and replace/recharge as necessary.

... (Continued on Page 6)

# Boat Spring Checklist

*Continued from Page 5*

✓ Check and service safety gear such as life jackets, and MOB gear.

## Boats Ashore

✓ Inspect props for dinging, pitting, and distortion. Make sure cotter pins are secure.

Grip the prop and try moving the shaft — if it's loose, the cutlass bearing may need to be replaced.

✓ Replace plastic fittings near the waterline with bronze or Marelon.

✓ Inspect the anodes on the shaft, outdrive, and trim tabs. Replace any that are close to half-deteriorated.

✓ Check to make sure the rudderstock hasn't been bent.

✓ After the boat is launched, be sure to inspect around the rudder and all thru-hulls for leaks, and check the stuffing box while underway to make sure there is a steady drip.

## Outdrives and Outboards

✓ Check outdrive bellows for cracks and tears (look especially in the folds).

✓ Check hydraulic trim fluid. If you didn't change it last fall, change it now.

✓ Check lower-unit lube level. Creamy oil indicates water (and a bad seal). Many manufacturers recommend changing the oil every year.

## Engines and Related Systems

✓ Flexible gasoline lines should say "USCG Approved, J1527." Replace any that don't.

✓ Are fuel hoses supple, with no cracks, bulges, or soft spots? Do the lines smell like gasoline (wipe the lines with a clean rag and then smell the rag)? Did you also use a rag to detect odors at connections?

✓ Cooling hoses should fit snugly and be solidly clamped.

✓ Replace any hose clamps that show signs of corrosion.

✓ Replace fuel filters.

✓ Clean or replace the air filter.

✓ Change engine oil unless done in the fall (preferable). Check fluid levels: transmission, hydraulic steering fluid, and coolant.

✓ Check belts for tension and wear.

✓ Check raw-water and freshwater pumps for seepage, which indicates a gasket needs to be replaced.

✓ Replace raw-water impellers if they are more than a year old.

✓ Examine exhaust manifolds for signs of corrosion and water seepage that indicate blockage. If you suspect a problem, remove the manifold.

✓ Replacing the (inexpensive) gaskets at the heat exchanger every year helps prevent corrosion at the housing and also lets you look for gunk that can clog the stacks.

✓ Test bilge blower and inspect hose.

✓ Inspect outer jacket of cables for cracks and swelling, either of which indicates the cable must be replaced. Use waterproof grease at the ends.

*... (Continued on Page 7)*

## Boat Spring Checklist

*Continued from Page 6*

### Sailboat Rigging

- ✓ Inspect swage fittings for rust and cracks. Running rigging should be supple and free of chafe.
- ✓ Run a rag over stays and shrouds to find “fishhooks” that indicate the wire needs to be replaced.
- ✓ Ensure that spreaders bisect the shrouds. Ends should be protected to prevent chafe.
- ✓ Remove tape at turnbuckles and lubricate threads (preferably with Teflon).
- ✓ Run a water hose over chainplates to check for leaks. Look for rust streaks inside and out. If necessary, remove them and recaulk. ❖

## Small-Boat Handling

*By Tom Neale*

When maneuvering your boat, some basic boating skills will keep you safe on the water.

A lot's been said about small-boat handling. Unfortunately, because of the nature of the beast, whatever anyone says is likely to be at least a little bit inappropriate, at least sometimes, depending on the circumstances. I've been handling small boats for well over 50 years. I know that whatever I say about the subject will suffer the same infirmities, but here are a few general comments addressing some of the issues I frequently see. There are many more.

**1.** Keep the boat well trimmed. When under way, the bow shouldn't be

down. More and more we're seeing people running boats with the bow down. Not only does running bow down promote waves flooding in over the bow; it also makes the boat less stable as it runs and more difficult to steer. One thing that may be contributing to this is the proliferation of bow riders. These may have a tendency to influence some folks to put too much weight forward. To make matters worse, some bow riders can be like a big spoon, just scooping water in when the waves come. But we can't just blame this on the type of boat. The folks aboard, or at least the skipper, also need to know what they're doing.

Even in calm conditions, seating your crew along the centerline helps you keep the boat running level. (Photo: Jason Arnold)

**2.** A powerboat should normally not be heeling (unless temporarily and slightly when making a turn).

Small boats react to heavy loading more dramatically than their larger peers. For greater stability, store coolers, anchors, and other heavy items as low as possible and along the centerline of the boat.

Often we see them moving along with the weight of people, coolers, tanks, or other items to one side, causing an artificial list. This increases the likelihood of capsize should something happen unexpectedly that further contributes to destabilization of the boat; and it also makes the boat more difficult to steer.

In following seas, it's easy to get pushed around by waves. Anticipating their motion and counter-steering will keep you on course.

**3.** It isn't necessarily best to meet waves bow on.

Often this results in the wave coming aboard suddenly as a large volume of water. This will depend on your boat, the speed

*... (Continued on Page 8)*

# Small-Boat Handling

*Continued from Page 7*

you're running (which should normally be relatively slow if you're encountering waves), and the boat's buoyancy and other characteristics. Generally, it's best to take incoming sea to the port or starboard side just aft of the bow rather than dead on. This allows that broader and hopefully more buoyant hull section to meet the rising water, and it's far forward of taking it on the beam, which could flip you. Also, if you take it dead on the bow, you're more likely to have that narrow bow, which is designed to cut through the water, cut through the wave and not rise as much as is needed, allowing the wave to board you. Exactly how far aft of the prow you take a wave will depend on all the variables and will even change with such conditions as wave height and boat type and loading. But as you grow accustomed to your boat, you should get a good feel for this.



#### **4. Pay attention to seas astern.**

A surprising number of small boats (and also quite a few larger ones) are swamped when a sea comes over the astern. Normally, the top of the stern is lower than the top of the sides in other areas around the boat. This is made more so by a cutout for an outboard. Also, it's often open to the

cockpit or interior of the boat, unlike the bow area, which may have at least a small deck or covering to help deflect waves from coming down inside the boat. One common cause of getting swamped, as you might expect, is overloading stern. It's natural to move people and other weight back there because it's wider and seemingly more stable.

Another common cause of getting swamped from the stern is slowing down too quickly, particularly with an outboard. The following wake catches up with your boat and floods over the stern cutout. Normally, the boat should be able to handle this, but if this is coincidentally coupled with a naturally occurring following sea and with too much loading astern, the boat could suddenly take on so much water that it becomes unstable and possibly sinks.

**5.** Running with following sea requires a skill set very different from those required with other angles of attack.

When heading into waves, a slight adjustment of speed or heading can prevent pounding. To improve the ride, try backing off the throttle a bit and taking the waves at a slight angle.

And, some might say, even a greater degree of care. You must, while keeping lookout all around as you would normally, also keep a watch astern for the oncoming following sea. Often you'll need to throttle up or down to keep the boat in a safe position relative to the sea and to avoid potentially disastrous consequences as it reaches the trough and encounters the next wave. For example, in high seas you don't want to fall over the crest and drop bow first into the trough. If this happens, the bow may dig into the next wave or the boat may

*... (Continued on Page 9)*



# Small-Boat Handling

*Continued from Page 8*

slide down, beginning to turn sideways and flipping. If the bow digs down into the sea as it meets the next wave, this could cause catastrophic flooding or cause the boat to lip either to the side or stern over bow or somewhere in between. Usually these things are more likely to occur when you're running too fast for the conditions, but they can also occur, given the right circumstances, at relatively slow speeds.

In large waves, slowing down can be your best option. (Photo: Karen L. Miller)

**6.** It's commonly understood that we should avoid running or even drifting with seas on the beam.

But unfortunately, there are occasions when we need to do this, at least for a short while. If the seas are breaking or very big for the boat, you should figure some other way to handle the situation and not run with seas on the beam. But if it's critically necessary to run for a while with a beam sea, watch the seas very carefully and be prepared to turn into a wave that looks like it's going to break or be large enough to upset the boat's stability. On some boats, you can dampen the rolling and help with stabilization by the way you steer. Turning slightly into or out of the wave, at just the right time and just the right degree, can help keep the boat on a more even keel. Like so much of boat handling, this requires a lot of practice and familiarity with your boat and its characteristics. Learn, but not at the expense of capsizing.

**7.** Don't travel in limited visibility unless you really need to. Know what you're doing, have appropriate navigational tools for the conditions, have all of your nav and instrument lights working, know the territory well, travel slow, and keep careful watch for others traveling. This could

include boats traveling unlit at high speed and possibly with impaired operators.

**8.** Never run the boat while impaired.

Have at least one other person to help who is also not impaired. While there are many very good general principles and concepts about small-boat handling (and handling of any boat), there are so many variables that it's difficult to cast anything into cement.



Variables can include different types of boats, different types of boat conditions, different types of power configurations, different sea conditions, different weather conditions, different degrees of visibility, different sets of operator knowledge and skills, and much more. So don't take anything I've said here as gospel, and realized that I've hardly scratched the surface as to skills that you need to safely handle a small boat. There are many more issues of equal and greater importance. Go to courses and learn the rules but that's just the beginning. You need to learn to handle your boat on the water, practicing safely as you learn. Like learning any skills, it takes time. But it's worth it.

Tom Neale is a technical boating expert and liveaboard cruiser. For more tips and tactics see *Onboard With Tom Neale*.❖

## CFFW Poker Run Returns, July 27



After couple of year's hiatus due to storms and distractions, the CFFW Annual Poker Run is BACK and promises to be bigger and better than ever. We are partnering with the Merritt Island Christmas Boat Parade organizers (Blue Marlin Real Estate and Stingray Boats), the East Coast Boat Club and the Happy Times Powrboat Club for planning and conducting the event this year. That brings a lot of boating event experience on board. Mark your calendars. The event will take to the water on Saturday, July 27. As in previous years, there will be enough game stops between the

Melbourne Causeway and the Barge Canal for you to make your own choices as to how you want to play. We will designate one location as the *End of the Run* where cash and sponsor prizes will be awarded. Watch for more specific information on our website, ([cffw.org](http://cffw.org)), our CFFW Facebook page, in your eMail, and in our next newsletter. If you have questions, feel free to write me at [ratkins@cffw.org](mailto:ratkins@cffw.org) . Please put "Poker Run" in the subject field.

## Boat Safe Reimbursement Program

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Our primary objective is to encourage coexistence among recreational and commercial boaters, the marine industry, property owners, and the environment.

CFFW advocates education in the safe and considerate use of watercraft with respect for our marine environment and conservation.

If you would like to receive reimbursement for the class fees charged by the Coast Guard Auxiliary or the Cocoa Beach Power Squadron, you can contact a CFFW Board member and present your certificate of completion, and receive your reimbursement. CFFW funds are limited, but at this time we should be able to accommodate a relatively large class.

Because we do have a finite amount of money, it is on a first come, first served basis. You can visit our website at [www.cffw.org](http://www.cffw.org) for more info. You may also contact Kelly Haugh CFFW V.P. at 321-543-6970 for more information.

Enjoy safe boating!

# CFFW Member Recognition

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## New Members 04/31/2019:

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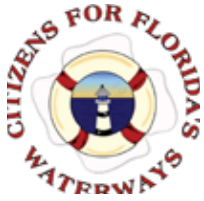
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### Citizens For Florida's Waterways

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