



Citizens For Florida's Waterways

Established 1994

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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 the marine environment.

President's Message

It's time to start thinking about Spring! At our house, we consider Valentine's Day as the date to signal planting – and of course a new season of boating. Make plans to pilot new waters this season. Florida is loaded with many diverse waterways to explore, from paddling destinations to offshore adventures.

Following a childhood that included summertime on a lake in northern Indiana, I was a lucky teenager whose parents moved to Central Florida. They were so inspired and adventurous. They embraced the Florida boating lifestyle and we LIVED it. Every weekend was a vacation and a new destination from Clearwater to New Smyrna, the Keys and inland lakes and rivers in between. Wherever my family didn't go, my group of friends did.

We raised our girls on the water here on the Island. They were both home over the Holidays and shared some of their memories of our boating outings as a family. We are all so lucky to live here in this paradise on water. Nothing makes me smile as big as each time I leave the dock with family and friends. Now we have Grandkids to share the adventures with too.

Enjoy Boating.❖

Volunteers Needed for the 2020 CFF Marine Flea Market

It's time for the 23rd Annual CFFW Marine Flea Market on April 4-5 and CFFW needs your help. If you are interested in volunteering your time to help set-up, tear-down or work the event, please contact Kelly Haugh at 321-543-6970. Please leave a message with your name and phone number and she will contact you

Volunteer for at least 4 hours and receive a full year extension on your CFFW Membership!

CFFW welcomes your input to the annual fundraising event! This event has become known around the state for it's great vendor participation and shopping opportunity. CFFW has been making it happen for 23 years and we could really use some additional help with this event. A few hours of your time during this weekend event would be greatly appreciated, and you might even meet some new friends or see old ones that you have been missing.

If you have a business or you have marine related items for sale and would like to have a booth at the Flea Market, please contact Kelly Haugh at 321-543-6970 or go to the CFFW website at www.cffw.org/fleamarket and you can download the information necessary.

We also have posters available. If you have a business and would like one for display, please call Sandy Reynolds at 321-543-7532 to arrange for pick up.

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Sandy Reynolds

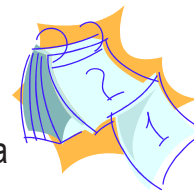
sreynolds@cffw.org

Government Liason

Steven Webster

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Please Mark Your Calendars!



- » **January 16: Brevard Marine Advisory Council** 6:00 pm Viera Government Center, Bldg. C, 2nd Floor. Open to the public.
- » **January 27: Board of Directors Meeting** 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public
- » **February 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.
- » **February 20: Brevard Marine Advisory Council** 6:00 pm Viera Government Center, Bldg. C, 2nd Floor. Open to the public.
- » **March 2: Board of Directors Meeting** 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public
- » **March 4: District 2 Dredging Committee Meeting** 6:00 pm Karen Rood Bldg (near the boat ramp) at Kiwanis Island, Merritt Island. Open to the public.
- » **March 19: Brevard Marine Advisory Council** 6:00 pm Viera Government Center, Bldg. C, 2nd Floor. Open to the public.
- » **March 30: Board of Directors Meeting** 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public
- » **April 4-5: CFFW Marine Flea Market** at Harbor Town Marina-Free Parking and Free Entrance!

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 and we will add you to the email list for your newsletters!.

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)



CFFW 23rd Annual Marine Flea Market

Harbortown Marina
Sea Ray Drive (SR528) Merritt Island

April 4th & 5th, 2020
8:00 am - 4:00 pm

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**For More Information, Please Contact: Kelly Haugh
(321) 543-6970 or email: cffwcovergirl@gmail.com**

A Different Viewpoint on Record Watercraft Mortality

By now you've probably read somewhere that 137 watercraft mortalities in 2019 set a record. This is an unfortunate fact. The save the manatee club has already employed that singular data point to justify their existence and continue their anti-boating agenda. There is a bigger picture to be examined.

First and foremost, it is unfortunate is that we anguish over the death of every manatee, despite the fact that every one is mortal. Singular data points, like mortality, cannot be used to assess population health. In the 45 years since 1974, we have collected (and examined a very high percentage for cause of death) 13,000 lifeless manatees! Yet, in that same time frame the estimated population has increased 10-fold from around 1,000 to around 10,000 today. For the sake of completeness, about 2,700 (1 in 5) were attributed to watercraft, which prior to FPL financing the manatee club, were classified "Boat/Barge".

Despite all the focus on mortality and especially watercraft mortality, the population continues on a significant upward growth curve and the species is healthy and viable with infinitesimal probability of diminishing to 1,000 over the next 150 years.

Second is the issue of the effectiveness of all of the manatee protection effort that has been pursued over for the last three decades. 40 years ago there was a complete lack of scientific basis for the unfounded 1st Assumption that the manatee faced extinction. Nonetheless the collection and analysis of all those manatee corpses lead to the further unfounded 2nd Assumption that boat and barge mortality was the main cause for con-

cern. Then came the equally unfounded 3rd Assumption leading to false conclusion. Boat and barge mortality could be significantly reduced by slower speeds and thereby we could save the manatee from extinction. Almost the entire manatee protection effort has been the implementation of countless slow speed zones throughout the coastal counties and inland rivers.

Well, the manatee species was "saved" and there are those among the clueless that honestly believe that the manatee protection efforts actually were the basis for the recovery. We all know that guy. The one who creates a problem that doesn't exist and then solves his own problem and gets the big raise.

There is no denying that some slow speed zones have high value. Consider the known areas of large concentrations of animals. It just doesn't make sense to even enter the area around the Port St John power plant outflows (another critical CFFW focus issue) when as many as 1,500 (substantiated fact) manatees are crowded in there over the next month or so. In fact, the original Florida Manatee Sanctuary Act passed in 1978 accurately identified this and the dozen or so like isolated areas around the state. These were limited and very specific and there are very few who would take issue with any of these protection zones.

But the amendments to the current Act beginning in the 90s, added countless no entry, idle and slow speed zones, in 25 counties. Like here in Brevard, many of the restricted zones were placed in main navigational channels. Some of the counties had

... (Continued on Page 5)

A Different Viewpoint on Record Watercraft Mortality

Continued from Page 4

very few manatees and no significant watercraft mortality.

So we now have 2019, a record year for watercraft mortality. That is both disappointing and enlightening. After all the effort to impose slow speed throughout the coastal counties and the significant adverse affect is has had on boating, we really are not seeing a benefit in terms of reduced watercraft mortality. Even though it may seem intuitively obvious that slower boats might pose less threat to manatees, the totality of slow zones has had little or no effect in its purpose - reduce/eliminate watercraft mortality.

That makes it even more disappointing that FWC and USFWS have refused to adequately assess the effectiveness of slow speed zones nor perform any updated evaluation and remapping of the zones here in Brevard. The fact is, we have no way to measure whether one zone is more effective than another.

Without real scientific basis to justify or evaluate any zone, no one has been more drastically impacted by the boating regulations than the several thousand waterfront residents in Central Merritt Island and Cocoa Beach. For the Islanders, a typical boating outing requires over an hour of near idling from home to open water and an hour of near idling home. Many of you have either for-gone boating or trailer your boats to open water.

So now there are real questions that need to be asked, especially by those of us who have been the most impacted. Were ANY of the slow speed zones really necessary to “save” the species?

If they were so critical to “saving” the manatee, why do we still have record watercraft mortality? Those that created the problem that they “solved” can only offer one of the following justifications. “Boaters are not complying with the zones” which the evidence shows otherwise or “We need more zones” which fits the definition of insanity – keep doing something that isn’t working and expecting better results.

We know the real answer. Most of these slow speed zones have had NO IMPACT – except to boaters.

The species continues to grow over 5% annually. This rate will double the population in less than 15 years so one could project that there would be 20,000 manatees in Florida by the mid 2030s. But US Government analysts predict the available warm water habitat will limit the population to around 12,000. (You can find the complete USGS population assessment analysis at cffw.org/library). These predictions continue to see warm water habitat as the limiting factor for manatee population growth.

There is sufficient government analysis that suggests available forage is the more critical limiting factor than available warm water volume. Seagrass based carrying capacity has been a focal point for us here at CFFW in our deliberations with the various agencies with respect to manatee management. Our concern is that if seagrass availability is the limiting factor to population growth, how much seagrass will prevail when the manatee limits are reached? This is of major concern in the IRL, where seagrass depletion is already critical. ❖

SOS: Recreational Boat Is Stuck ... in a Cave?

TowBoat US responds to an incredibly strange distress call caused by a one-in-a-million missed waypoint

SAN DIEGO, Calif., Oct. 23, 2019 -- "There are not many times I can say it after 30 years as a towboat captain, but this was a first," says Capt. Rob Butler, owner of the TowBoat US San Diego. Butler was describing his company's recent response to a 26-foot power boat stuck inside a deep sandstone cave along a southern California cliff wall. Butler's company is one of more than 300 locations across the nation that responds to over 70,000 requests annually for on-water assistance and provide boat salvage services. This job, however, was one in a million.

The story begins with two men fishing 30 miles offshore. Heading back on calm seas at night under a bright moon, the owner went below to get some sleep while his crewmate put the boat on autopilot for San Diego's Shelter Island Boat Launch. Then he fell asleep. The men were awakened by the sound of surf as their boat cruised into the 15-foot-high cave, literally threading the needle.

"If they missed by 10 feet on either side, it could have been fatal," Butler says. "It's really a 'Twilight Zone' type of situation, if you think about it."

Thankfully, the anglers had enough VHF radio signal from inside the cave to hail the Coast Guard, which triggered responses from the San Diego Lifeguard Service, U.S. Customs and Border Protection (CBP) and TowBoat US San Diego.

It was CBP's infrared camera that detected heat 200 feet inside the cave. Lifeguards went in and swam the men out to safety, but an offshore storm was kicking up big surf, making the boat's salvage unsafe. The Pacific Ocean then pulverized the fiberglass boat in what amounted to a jagged-edged trash compactor.

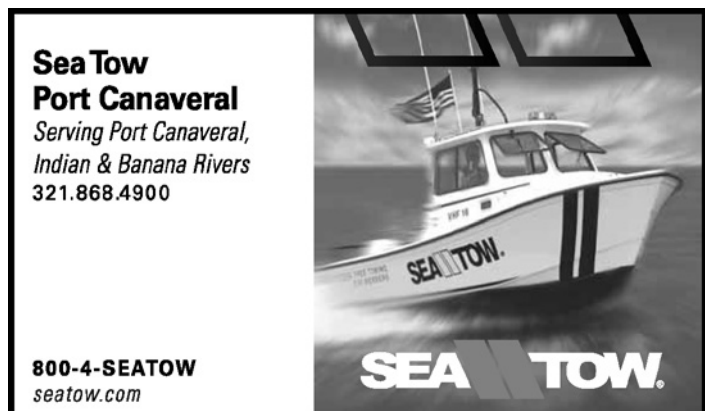
Butler's crew later spent several days shuttling out the debris on a 20-foot aluminum canoe, including the boat's chewed-up twin sterndrive engines. "Our last large item to remove was a ball of debris tangled with anchor chain, fishing gear, sea anchor and one of the outdrives, all twisted into a large part of the boat's tuna tower," Butler says, before offering this advice to all those traveling offshore: "Although autopilots make boating easier, it is very important there is always someone on wheel watch. A good rule of thumb is to set a destination point 3 miles out from shore and hand steer into the harbor. You can also install a watch alarm that will deter whomever is on watch from falling asleep."❖



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How To Refurbish An Old Boat Trailer

by John Tiger

John Tiger is a freelance boating writer and frequent contributor to many magazines.

If your trailer is past its prime, it may be time for refurbishment. You may be able to do most of the work yourself and save money in the process.

If you're like many people, you like DIY projects, especially those where the rewards are satisfying to look at—not to mention the savings. Boat trailers are excellent candidates for DIY refurbishment, made all the more attractive after you recover from the sticker shock of a comparable new model.

Assessing Your Trailer

Is your trailer a candidate for refurbishing? Not if the frame is nearly rusted out, for sure. But if, after looking at it closely, the frame is still solid, then you have “good bones” from which to start. Just about everything else (springs and axle, hubs, fenders, wheels and tires, bunk supports and bunks, wiring, rollers, winch, jack and coupler, and safety chains) can be effectively replaced as my wife Laura and I discovered when we looked over our vintage 1978 trailer that carried an aluminum skiff. If structural repairs or changes are required that you don't have the skill, confidence, or time to complete yourself, consult an expert. Be especially careful in your inspection if your trailer's seen saltwater in its lifetime or if you've used acidic hull cleaners. Trailers subjected to these elements typically have significant rust-through and the frame can be very weak. If in doubt, bring it to a trailer shop to have an expert give it the once-over. It's worth the hassle and expense because it just might save you from a catastrophic failure while towing, or at the very least, save you from wasting money and time on a basket case.

For this article, we refurbished a generic galvanized skiff trailer. The old winch was rusty, the frame was showing some minor signs of surface corrosion, the wooden bunks were rotting, and the lights didn't work consistently. A new single axle trailer was priced at just over \$1,200, so I knew that a little time and effort would translate to significant savings.

Difficulty: Moderate

Materials:

Light and wiring kit: \$60

Winch and strap: \$75

Tongue jack: \$30

Bunks and carpet: \$100

Safety chains and hooks: \$25

Hardware, glue, staples: \$100

Cold galvanize paint: \$10

Cost: Will vary, depending trailer size and its condition, the running gear was already in decent shape, so my total was about \$400.

Note: This job will differ with each trailer and its good and bad parts. Some of the tools you may need, depending on the trailer, include angle grinder, impact wrench, anti-seize penetrating oil, wrenches, Dremel tool, electric drill and assorted bits, screwdrivers, crowbar, bottle jack or other type of jack, electric and hand wire brush, hack saw, volt/ohm/meter, and a good staple gun.

Getting Started

“How do you get the boat off?” is a common question, and it can be as easy or as complicated as you make it. The size, weight, and type of boat will have a bearing on how easy—or difficult—it is to remove it from the trailer. In my case, the boat was small and lightweight so I was able to pick a good spot in our yard, tilt the boat nose-high, and

... (Continued on Page 8)

How To Refurbish An Old Boat Trailer

Continued from Page 7

secure the boat while I pulled the trailer out from under it. If you don't want the boat sitting on the ground, block it up carefully so that it's supported at the transom corners and along the keel. On a previous occasion with a larger and heavier boat, I built a temporary cradle from treated pine to hold the boat while I re-rigged the boat and rebuilt the trailer.

Stripping The Trailer

With the trailer free of the boat, strip all components from it and make a list of what you'll replace. With today's smartphones, it's easy to make a digital photo record of everything you remove, so putting it back together won't be a puzzle. In addition to taking photos, take measurements of where things like the axle, winch, bunks, or rollers, and any spare tire may go. For this project, I wanted to get the trailer back to just the frame and start from there. I removed the old rotten wooden bunks, the very rusty winch, the lights, and safety chains. I also removed the axle, springs, and wheel/tire assemblies so that I could properly inspect them for wear and corrosion. The added benefit was that with these components removed, the bare trailer frame was much lighter and easier to handle. I was able to singlehandedly flip the trailer to check the underside, something that would have been impossible with the wheels, springs, and axle in place.

Time For Paint

Much of the galvanized coating was in good condition, and the main structural members, I was pleased to note, were all in sound condition. A thorough wire brushing to remove surface rust and scale was pretty easy, though messy and time-consuming. I followed this with a good

acetone wipe to clean the surface and prepare it for me to spray cold galvanize paint on all the exposed areas. Some components, especially around the bunk mounts and light brackets, were pretty corroded and required cutting off with an angle grinder.

Putting It All Back Together

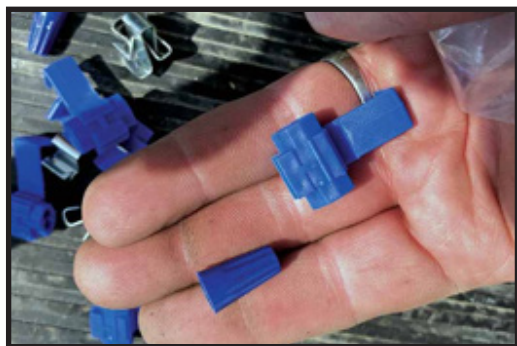
Reassembly of the trailer was straightforward and quick. I measured for the new bunks using the old ones as templates. Then I cut them from treated pine 2-by-6 boards and covered them with new carpet, which I glued with contact cement and stapled with stainless steel staples on the underside. To reattach bunks and other components, I used Grade 5 galvanized steel bolts and washers and Nylock locking nuts to eliminate rusting and rattling loose. With the new bunks and winch in place, I wired the trailer with new LED lights and wiring kit, taking care to use grommets and other insulating material where the wiring insulation might chafe. After reinstalling the fiberglass fenders with new stainless bolts, we were ready to winch the boat back onto its trailer. That's the easy part — just back up to the boat, detach the trailer from the vehicle, hook up the winch strap and carefully winch the trailer under the boat. With a couple of helpers to ensure it goes steadily, the process is much easier than it sounds.

1. Many lighting kits come with these squeeze Scotch-Lok type of wiring connectors that don't stand up to regular dunking. Use waterproof crimp connections instead:

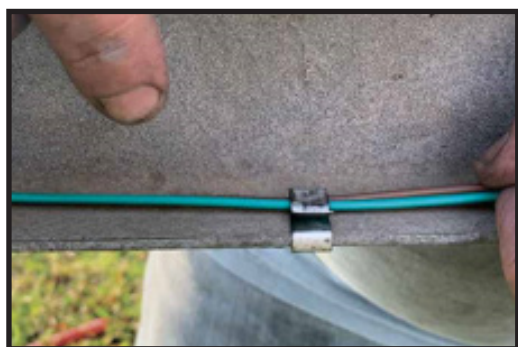
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How To Refurbish An Old Boat Trailer

Continued from Page 8



2. The old trailer was in a sorry state. One of the first jobs was removing the old trailer bunks:
3. The dirtiest part of the job was removing the old rust prior to refinishing:
4. To protect the light wiring from chafe and keep everything neat, I used these clips, which require no drilling or alterations to the trailer:



5. In addition to the bunks themselves I replaced the severely corroded support brackets:

6. I attached waterproof carpet to the bunks using contact cement and stainless steel staples:



Hit The Road

Before hitting the road, double check all your work, make sure all bolts are tight, and bunks or rollers are well secured. If there is any possible issue, have a professional shop check it. Your trailer will probably be seeing highway duty, so it must be in good condition. In some states you may need to have your trailer inspected, so check with your local Department of Motor Vehicles for regulations in your area. Often smaller trailers without brakes have less stringent requirements than larger twin- and triple-axle trailers capable of carrying heavy boats, but it always pays to check. ❖



Boat Safe Reimbursement Program

CFFW promotes the need for responsible use of Florida waterways.

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 for more info.

You may also contact Kelly Haugh **CFFW** V.P. at
321-543-6970 for more information.

Enjoy safe boating!



**Ask A Friend
To Join CFFW**

CFFW Member Recognition

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CFFW is a 501(c)4 organization. Donations and
membership dues are not tax-deductible.



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or by mailing the enclosed membership form.

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