



# 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 ALL About the Seagrass***

The only sustainable future for the IRL is one with an ABUNDANCE of SEAGRASS.

We left for the Keys on June 1 with over 5 feet of visibility in our canal (just south of Kelly Park) for the preceding several weeks. I could see fish and other features - ON the bottom. We've lived here since August 1981 and do not remember that kind of clarity in our canal - EVER. We returned from the Keys on June 26 to water that looked more like the muddy Mississippi and zero visibility. Although the local region of the Banana River initially retained relative clarity for a while, that has now diminished significantly. Lately, the entire IRL has taken on the ghoulish green color of the latest algae species in bloom and visibility is essentially zero. What a complete turnaround

The real tragedy of these now annual bloom events is that they are killing off the seagrass. The superbloom of 2011 wiped out nearly 50% of the IRL seagrass coverage and probably even greater loss of total mass. The seagrass has not recovered.

The IRL is basically a "closed system" more like a lake - than a river or a bay - especially NOT Tampa Bay (which many keep praising how the restoration efforts there are applicable here). There is a lot more that can be learned about nutrient loading and balance - but more importantly recovery - from the Central Florida lakes.

In a closed body of water, nutrient loading potential is directly proportional to the mass of seagrass. Healthy seagrass consumes and absorbs the nutrients. More grass - more absorbed nutrients. All summer, the high growth months for the grasses, the algae has blocked sunlight penetration and the seagrasses die, or at best go dormant.

One can hope that cooler water in the coming months will help reduce the algae. But cooler weather brings 80% reduction in growth rate for the grasses and even more troubling, we see the arrival of nearly 2,000 wintering manatee (recently documented in actual counts) which add significant grazing pressure to the already diminished grass beds. *Halodule wrightii* is the most prolific seagrass species in the area and its onion-like plant structure makes it highly likely to be uprooted (not cropped) when consumed by these gumming (and yanking) herbivores.

... (Continued on Page 3)

## CFFW Officers

### President

*Bob Atkins*

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### Vice President

*Kelly Haugh*

321-543-6970

### Secretary

*Peggy Wehrman*

### Treasurer

*Karen Dignan*

### Newsletter Editor

*Kelly Haugh*

cffwcovergirl@gmail.com



### Board of Directors

*Gary Haugh*

*Sandy Reynolds*

*Robin Turner*

*David Zimmerman*

### Membership

*Sandy Reynolds*

sreynolds@cffw.org

### Government Liason

*Steven Webster*

swebster@cffw.org

## Please Mark Your Calendars!



- » **November 2: Board of Directors Meeting 6:30 pm**  
Lighthouse Christian Church on N. Banana River Dr.  
Open to the public.
- » **November 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.
- » **November 19: Brevard Marine Advisory Council 6:00 pm** Viera Government Center, Bldg. C, 2nd Floor. Open to the public.
- » **November 30: Board of Directors Meeting 6:30 pm** Lighthouse Christian Church on N. Banana River Dr. Open to the public
- » **December 2: District 2 Dredging Committee Meeting 6:00 pm** Karen Rood Bldg (near the boat ramp) at Kiwanis Island, Merritt Island.  
Open to the public.
- » **December 17: Brevard Marine Advisory Council 6:00 pm** Viera Government Center, Bldg. C, 2nd Floor. Open to the public.
- » **December 19: Merritt Island Christmas Boat Parade-Captain's Party** TBD. Check out the FB page for the latest updates.
- » **January 4: Board of Directors Meeting 6:30 pm** Lighthouse Christian Church on N. Banana River Dr. 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*

Unfortunately, dying and consumed grass (for whatever reason) reduces the nutrient absorbing capacity and directly re-releases the previously absorbed nutrient to the system. These released nutrients fuel the algae blooms. Regardless of the cause-effect relationship between seagrass loss and algae proliferation, the IRL seagrass-nutrient balance is drastically skewed.

To make matters worse, we add more nutrient load to the system with the runoff from each rainfall.

The only hope for the sustained future health of the IRL requires focus on TWO FRONTS:

- 1) Reduction in nutrient loading
- 2) Seagrass Restoration

Reduction of Nutrient Loading - Muck Removal is the fastest path to immediate nutrient reduction and it results in a bottom more likely to support seagrass regrowth. The residential canals were "designed" to not stagnate and self-clean through rain pushing clean water into the canals and out to the river. Whether this was a "good" design or not, it remains. The residential canals have been accumulating muck (now several feet deep) through lack of maintenance since their creation starting in the mid 60s. This means that they constantly flush nutrient laden muck into the lagoon with every rainfall.

While the canals may not present the best opportunity for seagrass growth, the totality of the residential canals is a relatively small well-defined area in comparison to the IRL open area acreage. These canals should be the initial focus of muck removal. Additional muck removal priority should be in areas of the lagoon where depths are less than 4 feet (potential sunlight penetration to the restored bottom) and or deeper locations where significant loads of muck are known.

It is time to resolve the whole issue of muck removal permitting (YEARS) and disposal sites and get on with it. Maybe it is time for some "out of the box" thinking on muck disposal. For example, would it be feasible to load ocean going tankers and deep deposit the muck miles offshore? Can it be loaded on train cars and transported to barren / desert areas to create agricultural opportunities? Of course, these may be considered borderline insane ideas, but no more insane than a future where the IRL is DEAD.

Seagrass restoration - should ONLY include species that our herbivore population can easily crop without uprooting (leafy not stalky). Seagrass restoration should begin in shoreline shallows for sunlight penetration, no manatee access, and access for planting and care activities. Shoreline areas adjacent to muck removal sites, where the bottom has been restored to a state supporting seagrass growth, should be emphasized. The hope being that the seagrass will proliferate to the deeper regions.

Of course, eliminating OPEN runoff is absolutely required for long term health.

Although there is no doubt that upgrading the sewage transport and treatment system should be a significant focus of the property tax base, I find the constant focus of the 1/2 cent lagoon tax on unverified point source nutrient entry from septic tanks to be minimally productive. Adding more load to an already stressed sewer infrastructure, before its capacity is increased and more reliable might be counter-productive. The cost-benefit of removal of "suspected" nutrient loading from septic tanks has no comparison to removing muck and eliminating runoff. ❖

# Boat Buyers and Sellers: Don't Get Scammed

## Here's how to spot the email warning signs

### Warning signs for boat buyers:

**The boat is priced well under value.** Despite lots of pictures and a good description (likely swiped from a real ad), the boat doesn't exist. If a boat you're seriously interested in is an out-of-state vessel, send a local accredited marine surveyor or someone you trust to verify there really is a boat and that the seller has the actual title and registration. Bottom line: If it seems too good to be true, it likely is.

### **Cobbled together email addresses.**

Scammers constantly change their email addresses to avoid detection, and they may have to get ones with fairly normal-looking names but lots of numbers.

**No phone contact.** Scammers will go to great lengths not to talk to you and give reasons ranging from being out of the country to being in the military.

### **Demands to use a specific business (escrow or shipper) and won't accept an alternate.**

If you chose to use an escrow service to settle the transaction, suggest your own after visiting the BBB site and verifying it's a legitimate one.

**The buyer wishes to pay a different amount from the selling price.** If any mention is made of paying you anything more than the agreed price (and then typically asking for you to refund the overage or send the money to a third party), walk away.

**Showing no concern over title/documents.** If there's no interest in discussing titling the vessel or in verifying the registration information or hull-identification number, the person has no real interest in the transaction.

### Warning signs for boat sellers:

**No reference to what is being sold.** Scammers create a generic email to send to thousands of people, so they tend to use general language that could apply to anything such as "item," "merchandise," or "what you are selling."

**Poor grammar, spelling, punctuation, and language use.** Internet scams usually originate from outside the country. A couple of errors shouldn't worry you because no one is perfect, but a dozen is a red flag.

### **Changing names and locations in emails.**

It can be difficult to keep all the details straight when scammers are working multiple scams. If the person doesn't remember who or where he is supposed to be, or exactly what he's selling, you're being scammed.

**No interest in seeing the boat or haggling over the price.** Whether buying or selling, scammers are amazingly unconcerned about the price of the boat. Who wouldn't negotiate? And if buying, they'll often say they accept the boat "as-is," won't mention a survey or inspection, and won't hold you responsible for its condition. Anyone willing to buy a boat sight unseen after

... (Continued on Page 5)

a few emails should be regarded with suspicion — and if they're also not concerned about price, it's a good bet you're being scammed.

All of these items really apply to anything you may list or buy on any website. Just be aware of the scammers and their tactics for any product, not just boats... ❖



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## Boating Safety Tips for an End-of-Summer Ritual

For the nation's 12 million boat owners, Labor Day weekend is the last blast, with many enjoying the end-of-summer boating ritual with family and friends aboard, but here in the Sunshine State, our boating is year round.

BoatUS Foundation for Boating Safety and Clean Water Director of Boating Safety Ted Sensenbrenner says, "At this time of year complacency can set in. You've had a safe boating season up to now, but don't let your guard down just yet." Sensenbrenner offers these end-of-summer boating safety tips:

Do you know where your flares are, or did you bury them under the inner tube in the back lazarette?

Are life jackets serviceable, or has the dog eaten one? Have you periodically inspected any inflatable life jackets?

Is your throwable (Type IV) personal floatation device still at the helm within easy reach, or did a guest hide it in the back under the stern seat?

Are all of your navigation lights still working?

Have you checked your U.S. Coast Guard Local Notice for Mariners lately to see if anything has changed, such as recent storms affecting navigation or infrastructure work?

Over the course of the summer, have your boat trailer's safety chains accidentally dragged on the pavement leaving them compromised? Are brake lights still operable? ❖



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(321) 259-3283

## 2021 CFFW Board of Directors Slate

All CFFW Members are eligible and encouraged to vote.  
Please turn in your ballot at the 2020 CFFW annual meeting in October or mail in before October 15, 2020.

You may mail this ballot to:  
CFFW  
P.O. Box 541712  
Merritt Island, FL 32954-1712

Write-ins are encouraged.  
Nominations from the floor during the October meeting are encouraged.  
**YOUR INVOLVEMENT ON THE BOARD IS ENCOURAGED!**

### 2021 BALLOT

The ballot includes 8 Candidates. You may vote for up to 11 Candidates, which means you are encouraged to write-in at least one name.

Standing For Re-Election: Check the  next to the candidates

<input type="checkbox"/>	Bob Atkins	President
<input type="checkbox"/>	Kelly Haugh	Vice President
<input type="checkbox"/>	Peggy Wehrman	Secretary
<input type="checkbox"/>	Karen Dignan	Treasurer
<input type="checkbox"/>	Gary Haugh	Director
<input type="checkbox"/>	Dave Zimmerman	Director
<input type="checkbox"/>	Sandy Reynolds	Director
<input type="checkbox"/>	Robin Turner	Director

Write-Ins: You may write in as many candidates as you wish. Please include their name and phone number. If elected, write-ins may decline the honor.

Name	Phone

# CFFW Member Recognition

## Diamond Level (\$100 per year)

Bob & Sherry Atkins	Ron & Donna Pritchard
Ben Blythe	Chuck & Susan Reed
Jack & Karen Dignan	Sandy Reynolds
Charles & Susan Frazier	Richard Sproc
Gary & Kelly Haugh	Wayne & Pat Stratford
Keith & Tamasine Houston	Robin & Kathy Turner
Doug Jaren	Debra Warner
Troy & Genese Launay	Willie & Peggy Wehrman
George & Majel Legters	Bill & Eileen Wetzel
Mike & Kris Moehle	Robert Wille
Tom Mott	Gerd Zeiler
Don Nesbitt/Waterfront Solutions	Dave & Bonnie Zimmerman
Jim & Ann O'Malley	
Paul & Tammarra Mycoskie	
Cloud & Frances Pawtowski	

## Gold Level (\$50 per year):

Skip & Ruth Bateman	John & Elizabeth Picardi
Vincent Barro	Robert Rusk
Helen & William Bennett	Brian & Angela O'Neal
Harold D. Casleton	Gary & Debra Sawicki
Don & Annette Doerr	Orson Tarver
Glen & Sherry DeJong	Jim & Pam Urick
Scott Ellis	Jess H. Yates, DMD
John .C. Farley	
Derek Ferguson	
Ed French	
Joe Fust	
Gus & Bobbie Gostel	
Tad Jackson	

## New Members:

Jeff Bateman  
Ralph & Kellie Goldacher  
Mark Grainger  
John Moe

Mandatory Equipment  
For Your Boat:

## A CFFW Family Membership!

If you own a boat or live by the water,  
you can't afford not to join  
Citizens For Florida's Waterways!

- \$25 Silver Family  \$100 Diamond Family  
 \$50 Gold Family  \$500 Platinum Family  
 Donation (\$\_\_\_\_\_)

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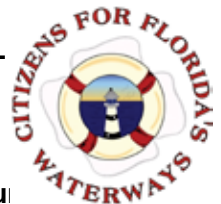
Email \_\_\_\_\_

Company \_\_\_\_\_

Join by Check OR Credit Card!

Clip and mail to:

Citizens For Florida's Waterways  
PO Box 541712  
Merritt Island, FL  
32954-1712  
info@cffw.org



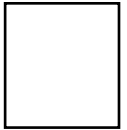
Or join with your  
credit card on our  
secure web site at [cffw.org](http://cffw.org)

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



**Citizens For Florida's Waterways**

Post Office Box 541712  
Merritt Island, FL 32954-1712



If you're not a member... please join.  
Your membership dues provide the financial support  
needed to save family boating from the  
million-dollar enviro-businesses.


Please join online at [cffw.org](http://cffw.org)  
or by mailing the enclosed membership form.

*Is it time to renew your membership?  
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