



# 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

Every now and then something finds my in-box that has a significant impact on my day. The article attached to the end of this message brought a bittersweet reaction. On the one hand, as former CFFW President Steven Webster asked, "You wrote that, right?" He was referring to the complete turnaround expressed by the two authors. They publicly proclaimed what we have been stating for decades and backing up with data and analysis for the last 10 years. There is a serious mismanagement problem at the state and federal levels with respect to the manatee species. I know that years of our logical and fact-based arguments helped alter their thinking. On the other hand, it may be too little and way too late to derail the out-of-control train wreck between species and habitat management that was created by the "manatee mafia" and continues to steamroll toward further disaster.

We believe the fault lies squarely on the manatee mafia, the Save the Manatee Club (\$MC), other associated NGOs and a handful of misguided individuals at FWC and USFWS, that have created and sustained a false "endangered" narrative. This narrative, perpetuated against all facts in opposition, about the overall health of the manatee species led to poor management and regulatory decisions that have been sustained long past their useful life. These false premises and the decisions they motivated have resulted in some of the most detrimental and devastating impacts not only to manatees but a disastrous decline in the overall health

of the central Indian River Lagoon.

It may seem over-simplified, but in the words of one of the authors below when queried by his own upper management years ago about what is the problem with manatees his answer was spot on: "they've all been given names". Think about how that shifts the management focus from the species to the individual and how that impacts everything else.

No matter how hard these organizations try to blame everyone else, there is no escaping the truth. The man-made attraction of too many manatees to central Brevard created by the "illegal" warm water outflows in Port St John has significantly impacted the delicate balance of submerged aquatic vegetation and nutrient loading in the local IRL. Instead of absorbing nitrogen and phosphorous, the tons of consumed vegetation once digested and passed back into the system add to the dissolved nitrogen and phosphorous loading. This is a major contributor to the decline in water quality.

Once again, the \$MC and a couple of their misguided NGO friends have decided to take legal action against the USFWS. This time, for not preserving the "critical" manatee habitat. Ironically, it is all about the vegetation that the over-population of manatees has helped to destroy. This is absolutely counter to the real issue which is the bludgeoning growth of the manatee herd and over-population in this area.

... (Continued on Page 3)

## CFFW Officers

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*Sandy Reynolds*

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*Steven Webster*

swebster@cffw.org

# Please Mark Your Calendars!



#### » February 28: Board of Directors Meeting

6:30 pm Lighthouse Christian Church on N. Banana River Dr.  
Open to the public.

#### » March 2: District 2 Dredging Committee Meeting

6:00 pm at Kiwanis Island, Merritt Island.  
Open to the public.

#### » March 17: Brevard Marine Advisory Council

6:00 pm Viera Government Center, Bldg. C, 3rd Floor.  
Open to the public.

#### » March 28: Board of Directors Meeting

6:30 pm Lighthouse Christian Church on N. Banana River Dr.  
Open to the public.

#### » April 2-3: CFFW 25th Marine Flea Market at Harbor Town Marina

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## 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*

The last time the NGOs sued USFWS it was for under-protecting manatees from boats. As we all know, boats were not and have never been a threat to the survival of the manatee as a species. It was the very limited risk and the emotion tied to the deaths of named individual manatees that was at issue. Unfortunately, instead of rightfully defending the agencies against this previous frivolous suit, the suit was settled out of court. The direct result was the NGOs dictated the unnecessary and ineffective collection of no-entry, idle speed and slow speed zones that have been over-proliferated throughout coastal Florida.

Let's hope that the USFWS stands firm this time and prevails over this latest frivolous challenge and fixes the real problem, the local manatee over-population. The winter distribution of 25% (2,000) of the entire Florida herd of manatees (10,000) is concentrated within the 60-mile stretch, centered at Port St John, of the thousands of miles of state coastal waters. This is a serious man-made manatee management problem. Release the manatees from this deadly captivity and return them to natural migration and dispersion. Help restore the vegetation which is the fastest and only way for long-term preservation of the IRL water quality and critical manatee habitat.

## SHUT OFF THE WARM WATER OUTFLOW.

The following is the article referenced in the first paragraph above. It is reprinted word for word as it was published in Florida Today on Friday, January 21, 2022.

## ***Feeding starving manatees is humane but it is far from a cure***

**Your Turn** - Kipp Frohlich and David Hankla Guest Columnists

As two longtime state and federal manatee conservation officials, now retired, we were surprised and disappointed to learn that state and federal authorities decided to feed manatees in Brevard County this winter.

Disappointed not so much in the decision itself but rather the circumstances that lead to the decision. We had spent decades overseeing state and federal manatee conservation programs in Florida; manatee speed zones, refuges, rescues, you name it. But we believe the decision to feed manatees this winter, while humane, sadly represents an overall failure in stewardship of the environment and management of this species.

*... (Continued on Page 4)*

The advertisement features a background image of a toothbrush with blue bristles and a green handle. The text is overlaid on the right side of the image.

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***It's time for the 25th Annual CFFW Marine Flea Market on April 2nd & 3rd  
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 25 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 where 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.**

## President's Message

*Continued from Page 3*

The decline and collapses of sea grasses in Indian River Lagoon can be directly traced to decades of systemic neglect and mismanagement. Pollution and limited circulation led to nutrification, algal blooms, decreased water clarity, and ultimately the death of sea grasses ... the collapse of an ecosystem upon which all kinds of marine life, including manatees, depend.

We also perpetuated thermal pollution from power plants that discharge warm water into these systems. We required industry to make the outfalls available to manatees and reliably keep the water warm.

This attracted generations of manatees, and significant portions of the manatee population now winter in a part of Florida otherwise too cold for them to survive. The manatees literally know nothing else.

Was allowing/requiring manatee access to artificial hot water a good idea in the 1970s when we were focused on growing the herd? Maybe. Is it a good idea today? Absolutely not. The net effect (not just in Brevard County but throughout Florida) has been to facilitate the growth of the manatee herd to a population level that most experts believe is larger than in any time in recorded history; there are most certainly more manatees in Florida today than half a millennium ago when the first Spanish explorers sailed our coasts.

State and federal biologists have long realized that we must find a way to wean manatees off artificial warm water sites, particularly in central and north Florida. To address this problem a task force consisting of agencies, power companies, academics, and conservation organizations was formed in 2005; yet even today, no acceptable solution has been agreed

upon, much less implemented. Certainly not in time to have prevented manatees from starving last year or this winter.

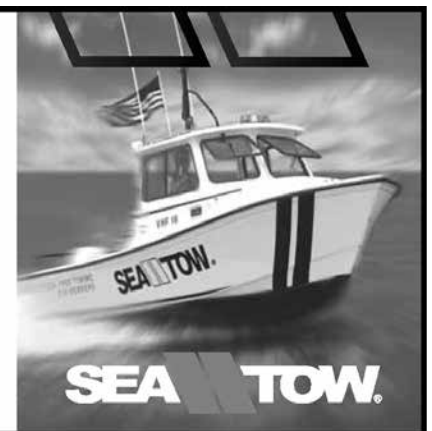
Should we be feeding manatees now? It seems like the only humane thing to do given our culpability in creating this situation. But it is a flimsy Band-Aid, far from a cure. In nature, wildlife and fishery populations reflect the quality and quantity of their habitat. More manatees will starve unless we insist on better management of water quality and aquatic resources and find a way to manage and restore manatee populations in their natural range, in self-sustaining habitats, and at population levels reflective of what the habitat will support.

The manatee population is large enough to secure its future — if we have healthy bays, lagoons, and rivers for food; and springs and other natural warm water areas for them to survive the winter.

Kipp Frohlich and Dave Hankla had a combined 55 years leading manatee conservation efforts for the state of Florida and the U.S. Fish and Wildlife Service.

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# Let's Come To Terms

## By Mark Corke [www.BoatUS.org](http://www.BoatUS.org)

Marine terminology may all sound like archaic jargon to some landlubbers. But there are good reasons why it's important to use the right words aboard a boat.

I remember well the first time I went sailing on a larger boat. My sailing buddies were all good friends of mine, but it seemed that as soon as they stepped aboard, they started to talk in a foreign language I couldn't quite follow. That was many years ago, and since then I've learned that there are legitimate safety reasons for using the correct terms on board boats.

Let's start with the most important four terms.

The front of a boat is called the "bow," and the back is the "stern." "Starboard" refers to what is the right side of the boat if you're facing the bow; "Port" refers to what is the left side if you're facing the bow. (To remember this, note that "port" and "left" each have four letters.) So why don't we just say front, back, left, and right? The answer is that the starboard side is ALWAYS the starboard side, no matter which way you, or anyone else, is facing on board.

This is important. Imagine that you're on a boat and the captain asks you to quickly put fenders over the right side. If you were facing one another, would that be your right or his? Or imagine it's getting dark, or heavy weather is upon you, and you can't see which way people are facing on the boat. Saying "It's to your left!" or "Look to the right!" would make no sense to anyone and would create confusion that could threaten the crew and boat. If someone yells, "Man overboard, Portside," clear directions and the use of accurate terms could mean the difference between locating, or losing sight of, a victim. "Learning the ropes" has become a modern idiom, but it's rooted in the era of sailing ships when apprentices needed to be able to identify each one of the many ropes on board – for clarity, fast action, and safety.

Today, ropes are often called "lines" on boats, and there are a few worth memorizing so you're ready to give or follow clear commands. When powerboats or sailboats come alongside a dock, you'll tie up using a "bow line," a "stern line," and a "midship line."

All are attached to the boat using "cleats" – metal fittings shaped like two horns and fixed to the boat; lines are secured to them.

On sailboats, a "halyard" is a line used to hoist a sail up the mast; there's a mainsail halyard, for example, and a jib halyard. A "sheet" is a sail-control line that's normally controlled by wrapping it around a "winch"; a sheet holds the bottom part of a sail tight so it can use the wind to propel the boat. If you're asked to "sheet in the jib," it means the skipper would like you to turn the winch holding the jib sheet with the winch handle, and trim (pull in) the sail a bit more. If he or she asks you to "let the sail out," with the winch you'd ease the jib line out a few inches at a time until it's optimized.

Many boats have a "windlass," which is the piece of equipment at the bow that lowers and lifts the chain and line attached to your anchor. It may be manual or powered.

"Gunwale" (pronounced GUNN-ell) is the edge of the boat where the hull meets the deck; the name is derived from the lip at the edge of the deck that at one time prevented cannons from sliding into the sea as the ship rolled.

The toilet on a boat is called the "head," which gets its name from its traditional location in the head, or forepart, of the ship.

Cabins and other compartments within the boat are divided from each other by "bulk-heads" (walls), which are vertical partitions between the cabin "sole" (floor) and the underside of the deck that provide structural stability to the boat's design.

Instead of tying up at a dock, you may "pick up a mooring," the latter a permanent weight on the seabed to which a chain is attached, leading to a large floating ball. Attached to the ball is a short length of strong rope, called a "pennant," and tied to that is a pickup buoy. When the pennant is correctly tied and secured, it's said to have been "made fast" around a cleat.

When it's time to "castoff" un-tie and release the mooring, the boat will be free, and it gets "underway."

There are wonderful books that spell out the names and origins of these age-old terms. Memorizing them, and consistently using them properly, will pay off if conditions go from peaceful to chaotic out on the water, if you're trying to execute a perfect docking maneuver, or if you're just trying to improve communications aboard your boat so everyone has a better time. ❖

# CFFW Member Recognition

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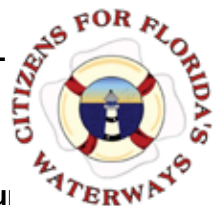
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