



# Citizens For Florida's Waterways

Established 1994

Volume 29 – Issue 4

July / August 2022

*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

### ***A Record Turnout and Payout for the 25th Annual CFFW Powerboat Poker Run***

In our 25th Year, we more than doubled the level of participation that we have been enjoying over the last several years. We registered 45 Captains/Boats and 110 Crew playing additional Poker hands (155 total). To say this was a surprise, would be a bit understated.

One of the biggest challenges, as in past years with even smaller turnouts is planning an adequate location for the final stop. No place has enough space for more than 20 or so boats. Knowing that dockage was limited, we encourage folks to finish the boating early and drive to the final stop. This year we had secured a private air-conditioned space planned for about 70 folks at Sunset Café Waterfront Bar and Grill for dealing cards, prize raffle and awarding best poker hand payouts. When I called them after registration and informed them to expect more than 155, they became as panicked as I already was!

OMG! Do we have enough space? Will any of our stops run out of chips? Do we have enough cards to keep the card shoes full and the game fair? How long will it take to deal the cards and keep the leader board posted and correct?

Each year we do our best to get the word out about our Annual CFFW Powerboat Poker Run. We announce the date at the Flea Market in the Spring. We post information on our web site and spread announcements around social media. We never know until the morning of the event, when we see how many folks will actually show up to register and participate, at the event.

It takes a bit of effort over about 6 weeks to set up our CFFW Annual Powerboat Poker Run each year. This year we were contacted by four local businesses all requesting

an opportunity to co-sponsor (Boater's Exchange, Marine Max, Anchor Real Estate and Hooked Coolers). Our sponsors provided cash support, additional advertising and of course some very desirable door prizes.

We visited 13 waterfront businesses once very early to verify their interest, once within a couple weeks of the event to reconfirm and collect gifts to distribute to our players, once the day before to distribute poker chips (no business had less than 139 or more than 150 chips) and hang signs on dockage and affirm playing rules, and of course the day after to collect signs and leftover chips. Each of our business participants were generous in providing staff support during the event and gift certificates to give to our participants.

This year we had Space Shirts do the design and production of the event T-shirts, which turned out very nice. The colorful shirt back incorporated all of our sponsors and waterfront businesses and the coordinated front art finished off the design. If you are interested in having one of these shirts, we have a few available for purchase in sizes M, L, XL, and 2XL.

I can't say enough about how well the event went and how patient and understanding ALL our participants were. I had visions of total chaos leading up to the afternoon gathering. A lot of thanks to the staff at Sunset Café and the Members of the CFFW Board of Directors.

CFFW Staff made registration and the awards process unbelievably smooth and I think nearly everyone walked away with something to show for the day, a T-shirt, one of several dozen Hooked Tumblers, or the raffle winners of one of 15 fabulous nautical door prizes donated by our sponsors, one of the fifteen \$25 Gift Certificates donated

***... (Continued on Page 3)***

## CFFW Officers

### President

*Bob Atkins*

ratkins@cffw.org

### 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!



## August 29: Board of Directors Meeting

6:30 pm Lighthouse Christian Church on N. Banana River Dr.

Open to the public.

## September 7: District 2 Dredging Committee Meeting

6:00 pm at Kiwanis Island, Merritt Island.

Open to the public

## September 15: Brevard Marine Advisory Council

6:00 pm Viera Government Center, Bldg. C, 3rd Floor.

Open to the public.

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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)

by our Waterfront businesses. And then, top that off with our highest ever Poker Run Cash Payouts including \$1,350 distributed among the five winning hands and \$575 given back from the 50-50 raffle ticket sales. Or - maybe just a good day boating on a day where the weather could not have been more perfect – because that is what the point of this event is every year. So, for a few days I will continue to recover from surviving the panic and be proud of everyone that contributed and participated.

When it was all said and done – SO WORTH THE EFFORT - to see so many happy people. I have to keep telling that to all of us here at CFFW – to regather the inertia and momentum to do it all again – NEXT YEAR. Until then, it's PRIME BOATING SEASON – see you out there. ♦



### **New U.S. Coast Guard Fire Extinguisher Regulation Effective April 20, 2022 12 year expiration for disposables and different carriage requirements for older, newer model year vessels**

ANNAPOLIS, Md., 2022 – A rite of passage for every boater is the annual spring commissioning. Newly added to the boat owners to-do list this spring will be to check all disposable (non-rechargeable) fire extinguisher dates of manufacture, as well as the label for their U.S. Coast Guard classification.

That's because a new U.S. Coast Guard regulation beginning April 20 for disposable fire extinguishers mandates a 12-year expiration date from the date of manufacture. Boaters can find the manufacture date stamped into the bottom of the bottle or near the UL label. This may be two or four digits — if it is two, as in 08, that means 2008. Additionally, while the new regulation does not change the type (U.S. Coast Guard-rated) or quantity or requirement for USCG approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels — depending on the boat's model year.

This is the result of phasing out older “B-I” and “B-II” labels for newer “5-B” “10-B” and “20-B” extinguisher classifications. The number in this new rating refers to the size in square feet of the potential fire the device is suitable to extinguish and not the exact weight of the dry chemical inside the bottle.

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**New U.S. Coast Guard  
Fire Extinguisher Regulation Effective April 20, 2022  
12 year expiration for disposables and different carriage  
requirements for older, newer model year vessels  
...(Continued from Page 3)**

Vessels on the water today that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated “B-I” or “B-II” disposable extinguishers. However, when they are no longer serviceable or have reached 12 years of age since manufacture, they must be replaced with newer class “5-B” or greater extinguishers. Boats less than 26 feet and 2018 model year or newer must carry unexpired “5-B” “10-B” or “20-B” fire extinguishers. Having older “B-I” and “B-II” types do not meet the new carriage requirements.

Many retailers today offer “10-B” class fire extinguishers, which may be a good choice as they exceed U.S. Coast Guard minimum carriage requirements for boats under 26 feet, while at the same time giving boaters more extinguishing coverage. For boats 26 feet or greater, however, having one “10-B” aboard does not equal two 5-Bs. Only a “20-B” classification meets the requirement to carry two “5-B” extinguishers. For a look at how many and what type of fire extinguishers are needed aboard all recreational boats up to 65 feet, go to [BoatUS.org/Fire-Extinguishers](http://BoatUS.org/Fire-Extinguishers).

Most U.S. Coast Guard disposables on the market today carry at least a dual B:C rating, able to douse both liquids and electrical fires, and some boat owners wisely prefer triple rated A:B:C extinguishers, adding a third protection for combustible fires.

To be serviceable, a portable extinguisher must have a pressure gauge indicating an operable range, lock pin firmly installed, clean discharge nozzle, and no significant corrosion or damage. Some more recently manufactured portable fire extinguishers aboard boats

today may carry both old and new labeling, for example, having simultaneous “B-I” and “5-B” classifications.

There are no changes to rechargeable or fixed-mount (i.e., engine room) extinguisher regulations. They continue to require regular maintenance and servicing, typically done annually by a technician.

“This new U.S. Coast Guard expiration date regulation aligns with the 12-years recommended by the National Fire Protection Association,” said BoatUS Foundation Assistant Director of Boating Safety Ted Sensenbrenner. “We expect that the U.S. Coast Guard Auxiliary and United States Power Squadrons vessel safety check program will soon include this new regulation as part of their free, no-penalty vessel exams. Because this change affects a critical piece of safety equipment aboard your boat, we also expect the U.S. Coast Guard will initially focus on education. You may want to start checking extinguishers now while your boat may be ashore this winter.”

Sensenbrenner adds, “Also take a look now to ensure your fire extinguishers are readily accessible. You can buy only the bracket if you don’t have one and mount your extinguishers where they need to be — at points of egress, at the helm, and near the engine and fuel supply. Burying them in the bottom of a compartment ensures they will be hard to reach when you need them the most. Familiarizing yourself with the PASS method (Point, Aim, Squeeze, and Sweep) will prepare you for fighting a small fire aboard.” ❖



# Hurricane Map Reading

**Maps shown in the media are often misunderstood. Be careful: Incorrect interpretation could leave you and your boat unprepared.**

When Hurricane Irma swept across Florida in September 2017, the damage was catastrophic. It was the most intense hurricane to strike the continental United States since Katrina in 2005. It was also deadly. Before finally dissipating over Missouri, Irma left 92 Americans dead. In an effort to help inform BoatUS Magazine readers about what's coming when a hurricane is forecast, let's zero in on how to read a hurricane-prediction map.

## Creating A Graphic Track

When a hurricane is forecast, the National Hurricane Center (NHC), part of NOAA, produces a map of the likely track of the hurricane. Some boaters look at the map and wrongly assume that the widening cone shows the hurricane getting larger over time. Others think that the circles drawn on the map represent areas that will be affected by the hurricane, and that everything outside the circles are safe — also very wrong. These misconceptions leave many boaters either totally unprepared or poorly prepared for the storm, vulnerable to serious damage or total loss of their boats as a consequence.

## What Do Those Circles Mean?

On any good hurricane tracking forecast map, there are dots representing, day by day, how far the storm is expected to travel and where the CENTER of the storm may be. But hurricanes are very unpredictable, so a circle is drawn around each dot on the projected track. The circle is NOT, as is often assumed, the extent of the storm. And the circle is NOT showing the outer edges of the storm. It shows only where the possible CENTER of the storm may end up, which is somewhere within that circle. If the eye of the storm ends up on the edge of that circle, the ramifications for the locations all around it can be dire, including locations far outside the circle.

## Cone Of Uncertainty

The predicted circles are joined with lines on each side. These form what is often called the “cone of uncertainty.” The eventual track of the storm may be anywhere inside that cone, but even this is not certain. It's important to note that the cone of uncertainty is usually greater as you extend out in time, because it's easier to predict the course of the storm tomorrow but more difficult to know where it'll be next week.

NOAA's National Hurricane Center warns that the final track of any given storm plays out exactly as forecast only 70% of the time. This means that one in three times the eventual track is outside that cone of uncertainty. Irma, for instance, was predicted by tracking models to travel up the center of Florida. In actuality, the center of the storm was farther west and followed a line almost parallel with the west coast of Florida before heading up across Georgia and Tennessee, finally dying in Missouri.

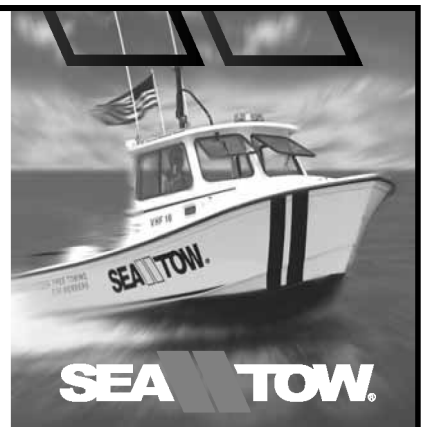
Good hurricane maps also may give other important information, such as forecasted wind strength. Not only is the wind strength number important for the hurricane's eye wall, it's also important in the areas around the eye. For instance, if you're expected to be in the northeast quadrant of the storm's direction of travel, you can probably expect greater wind strength than if you were to the west of the storm.

In addition to wind strength, information on barometric pressure may be given. The lower the pressure, the worse the storm. Also, a very low barometric pressure may mean a higher rise of the ocean. A trend up in barometric pressure is good news, but don't let your guard down; all of this often changes. This is why you can't just take a look at the map on Monday and forget about it the rest of the week.

Not all maps show complete data; some are produced to show only the more basic data.

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# Hurricane Map Reading

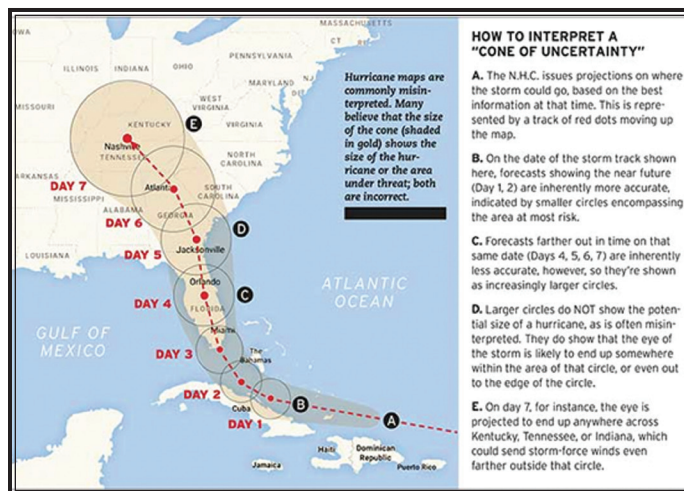
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## Am I Safe?

Many boat owners wait until it's too late to take action, erroneously thinking that if they're outside the cone they'll be safe.

"If there's one thing boaters need to learn, it's that hurricanes can be unpredictable," says Mike McCook of the BoatUS Marine Insurance Catastrophe Team. "In the case of Sandy in 2012, many of the forecasts showed the storm heading out into the Atlantic. Instead, the storm tracked west and made landfall in New Jersey, catching boat owners off guard with devastating results."

High winds, rain, and storm surge are just a few of the common phenomena that may affect boaters hundreds of miles from the actual center of a hurricane. Learning to read these maps accurately will give boaters a better idea when to take decisive action to protect their boats and property earlier, and with less panic, when a storm is forecast. ❖



## 2023 CFFW Board of Directors Slate

All CFFW Members are eligible and encouraged to vote. Please turn in your ballot at the 2022 CFFW annual meeting in September or mail in before September 15, 2022.

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!**

## 2023 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

Ben Blythe

Jack & Karen Dignan

John Farley

Charles & Susan Frazier

Jay Humphreys

Gary & Kelly Haugh

Keith & Tamasine Houston

Doug Jaren

Frank Jones

Mike & Kris Moehle

Paul & Tammarra Mycoskie

Sandy Reynolds

Wayne & Pat Stratford

Robin & Kathy Turner

Willie & Peggy Wehrman

Robert Wille

Gerd Zeiler

Dave & Bonnie Zimmerman

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

Marie Bridges

Glen & Sherry DeJong

Ed French

Gus & Bobbie Gostel

Tad Jackson

John & Elizabeth Picardi

Gary & Debra Sawicki

Orson Tarver

## New Member:

David Cunneen

Mandatory Equipment  
For Your Boat:

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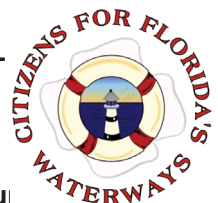
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CFFW is a 501(c)4 organization. Donations and  
membership dues are not tax-deductable.



## Citizens For Florida's Waterways

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If you're not a member... please join.  
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