



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

When Do You Realize . . . It's Probably a LOST CAUSE?

For me, I think it has finally occurred during the Manatee Forum meetings in St Pete the first of this month. I am seriously contemplating terminating support to The Manatee Forum. With the support of the CFFW BOD, I have made a personal decision to begin to shift my efforts to support those who are trying to recover and restore the lagoon. That effort is at a much higher level of importance and potential for improvement and success. Trying to get the manatee mafia to focus on anything other than their ageless mindset that the manatee will not survive without constant intervention by them and "more is better" or "boats are bad" has probably only ever been futile.

The Forum is dominated by a group of seemingly myopic individuals who judge everything like the old adage of the carpenter that has only a hammer and therefore everything looks like a nail. Nothing is more important and no animal more a victim that needs more protection than the manatee. I am wasting my time trying to influence closed minds ruled by emotion and unable to understand or accept real world outcomes, logical arguments or conclusive data that is inconsistent with their beliefs.

Unfortunately, these are the same individuals that have the most authority and control over manatee policy and destiny within the State and Federal wildlife agencies. Most discouraging is these are also the people that turned their misguided "save the manatee" efforts to restricting and negatively impacting so many of Florida's navigable waterways - without justification nor any measurable positive result to show for it. A perfect example of the mental rigidity of these individuals is how they have responded to the recent starvation die-off of roughly 1,000 manatees here on the east coast.

It is obvious that the cause of this is simply too many animals concentrated in an area with too little available forage. We all know this is due to thousands of animals packing into the man-made artificial warm water outflow of the power plants in the Port St John area. A geographical location that had no history of a large herd wintering manatees anywhere nearby prior to the establishment of two adjacent power plants in 1960. The manatee managers would rather blame the die off on the forage depletion and argue what caused the depletion than fix the problem that they created.

For decades these manatee managers have based almost every decision on the belief that the highly migratory manatee population was

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Please Mark Your Calendars!



- » **December 5: Board of Directors Meeting** 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public.
- » **December 7: District 2 Dredging Committee Meeting** 6:00 pm at Kiwanis Island, Merritt Island. Open to the public
- » **December 10: Cocoa Beach Christmas Boat Parade**
- » **December 15: Brevard Marine Advisory Council** 6:00 pm Viera Government Center, Bldg. C, 3rd Floor. Open to the public.
- » **December 17: Merritt Island Christmas Boat Parade** 6 pm- refer to their FB page for details.
- » **January 2: Board of Directors Meeting** 6:30 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public.
- » **January 4: District 2 Dredging Committee Meeting** 6:00 pm at Kiwanis Island, Merritt Island. Open to the public
- » **April 1&2: Annual Marine Flea Market at Harbor Town Marina**

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)

President's Message

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limited by the availability of wintertime warm water. Yet the only analyses of population growth and limitation have shown that the population is limited by the availability of forage. Like all the plains animals, migration is driven by seeking greener pastures for sustenance as well as climate. When the forage of an area is depleted, the herd moves to another area - not to return again until the depletion has been overcome with new growth over an adequate passage of time.

In the case of the east coast manatee herd, MAN has lured these animals back to the same location year after year and the herd has grown over time to the point that there is not enough forage to support it. Unfortunately, many of the animals have died one of the worst deaths an animal can suffer through – starvation. It is the fault of the manatee managers – but they will argue until they themselves expire that the fault is everyone else. That there SHOULD HAVE BEEN enough forage to sustain the herd. WAKE UP! THERE WAS AND IS NOT!

For whatever reason or whoever you want to try and blame, the animals starved to death because YOU LURED them to their demise. Let the animals go find greener pastures where they have naturally gone to find warmer water.

TURN OFF THE WARM WATER ❖

Show Boaters the Way

by Mel and Tom Neale

For Atlantic Intracoastal Waterway snowbirds and locals alike

October, 2022 -- Every fall, a migration occurs along America's East Coast, but it's not of the avian type. Hundreds of cruisers aboard recreational boats (nicknamed "snowbirds") load up with crew in an effort to seek out warmer climates, trekking south down the 1,100-mile Atlantic Intracoastal Waterway (AICW) from Norfolk, Virginia, to Key West, Florida.

Confronting them are myriad navigation hazards, including shifting shoals, lift bridge closures, construction, navigation aid repairs, and dredging projects that aren't marked on their chart plotters or paper charts, but that are

included in monthly Local Notices to Mariners put out by NOAA. Signing up to receive the free email newsletter from BoatUS, East Coast Alerts by Mel and Tom Neale, can help to keep snowbirds informed and up to date of those hazards. Local boaters along the East Coast can also quickly and easily find the relevant hazards for their boating region.

"Local Notices to Mariners (LMN) are helpful for a safe passage," said Mel Neale. "However, it's an uphill battle to get boaters to use them. Each monthly LNM may be more than

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100 pages long. Much of the information is repetitive, and it can take a long time to weed through. Our BoatUS East Coast Alerts distills LNM relevant information down to one place, making it easy to use. Whether you're a snowbird or local boater, we try to give you legitimate and credible information that you really need to see."

The Neales issue East Coast Alerts monthly, with critical updates two weeks after, based on U.S. Coast Guard 1st (Maine through New York Harbor), 5th (New Jersey through North Carolina) and 7th (South Carolina through Florida) District LNM information and other resources. Each newsletter is researched

by the Neales and attributed with source contact information, whether it's a U.S. Army Corps of Engineers hydrographic survey, maritime contractor, commercial operator, AICW recreational boater, local news story, or Broadcast Notice to Mariners.

"

East Coast Alerts is an invaluable tool to help Intracoastal boaters plan and navigate around new hazards that likely will not show up on their charts," said BoatUS Magazine editorial director and 15,000-mile world sailor, Bernadette Bernon. "Keep in mind, your electronic charts may be a year out of date. East Coast Alerts fills that gap." ❖

3 Boating Safety Tips Just Right for Fall Boating

November, 2022 – Fall boating season has arrived, and with it come different types of risks that cold water and air temperatures bring. Here are three boating safety tips, and while we in Florida might not have it as cold as our northern friends these still apply!

A float plan is needed: A float plan is as simple as telling a responsible person where you will be going and when you'll be back. With fewer other boats on the water, a float plan ensures rescuers will be notified if you ever fail to check back in after your outing. Additionally, leaving a note under your vehicle's windshield wiper at the launch ramp can help trigger an alarm.



Got a way back into the boat? Falls overboard may be ranked #5 on the 2021 U.S. Coast Guard’s list of the “Top Five Primary Accident Types” with 273 accidents, but they also led the most number of deaths (170 fatal), as well as more fatalities than all the other 4 top accident types combined. Your boarding ladder should be functional and accessible as cold water can quickly sap strength. If your boat doesn’t have a built in-ladder, a compact emergency ladder or even a looped line attached to a cleat, pre-rigged with foothold loops every few inches and hung over the transom, can substitute.



For life jackets, camo styling hides a danger: Dark green, tan and black camo patterns are remarkable at doing exactly as designed, blending you into your surroundings. However, that’s not a benefit if you happen to be floating in the water and rescuers are searching. If possible, make their job easier and wear a life jacket with high visibility. For smaller vessels and paddlers, leaf peeping season is also a really good time to secure the life jacket to your body – that includes using buckle snaps. ❖

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YES



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10 Tips to Keep Your Boat Safe this Winter

You know how boats are. Little problems compound quickly into big ones. If we had to give only one piece of advice this winter, it's this: Visit your boat. If guilt is a good motivator, think of it this way: You can sit by a warm fire drinking hot cocoa while winter rages(except here in Florida), but your boat has to be outside, enduring winter's worst, so make some time to visit. Here are 10 tips that can help prevent damage to your boat over winter.

1. If your boat's in the water, take a walk around it at the dock. Are there any changes in the waterline? If so, check the bilge for water, a good practice at any time. If you find any, locate the source. It might be a leaking thru-hull or stuffing box, or be coming from the deck through a hatch or portlight.

2. Verify that all seacocks are closed, except for the cockpit. Also check that leaves don't clog the cockpit scuppers, which could fill the cockpit and force drains underwater, back-flooding the boat.

3. Check your docklines for security and chafe. Winter storms can put a lot of strain on docklines so make sure you use a good chafe guard, and make sure the boat is tied so it can't get caught under the dock during tide changes.

4. Check the operation of the bilge pump. It should work even if the battery switch is off. Manually turn on the switch to verify the pump comes on.

5. Inspect the shore power cord for damage and make sure the battery charger is operating. Verify the battery electrolyte hasn't evaporated and add some if needed. If you spot corrosion on battery terminals, clean it off now.

6. Look for fuel, oil, or coolant leaks. You don't want your bilge pump to spew oil into the water. In addition to polluting the environment, you could be in for a big fine.

7. If you haven't already removed expensive electronics, now's the time. Boatyards are like ghost towns in the winter, and can be easy pickings for thieves.

8. Make sure the boat is well-ventilated. Air circulation prevents mold and mildew from forming down below and keeps the boat smelling fresh. Treat any mold that you find now, before it gets worse.

9. If your boat is stored ashore, check that jackstands haven't shifted or sunk into the ground, and are chained together under the boat. Tell the boatyard if something doesn't look right.

10. Make sure that water isn't pooling on deck or in the cockpit. Nothing good ever comes from standing water inside or outside a boat; water can damage the gelcoat and cause stains. ❖

CFFW Member Recognition

Diamond Level (\$100 per year)

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Mandatory Equipment
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If you own a boat or live by the water,
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- ☐ \$25 Silver Family ☐ \$100 Diamond Family
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Merritt Island, FL

32954-1712

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



Citizens For Florida's Waterways

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If you're not a member... please join.
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needed to save family boating from the
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Please join online at cffw.org
or by mailing the enclosed membership form.

*Is it time to renew your membership?
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CFFW members are entitled to a full Membership
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