



# 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

This time of year is always exciting for me. Of course I enjoy the Holidays, but they bring with them some fixed activities and plenty of structure from traditions. Today is Groundhog Day and the promise of warmer weather and months of unplanned opportunity to do what I love best. Just get out on the water and go where and do whatever the whim and the weather offer me for the day.

I write this every year, but this is a good time to take the stock of all of your marine equipment from boat and motor and onboard safety and operational equipment to the tires and lug nuts on your trailer or the cables and cradle on your lift. Remember, support and repair businesses get very busy this time of year so if you are contemplating professional help, get on the schedule in time to be ready to make that trip you've been planning.

I got a heartfelt response to my newsletter message from last month. It came from an old friend and fellow manatee sanity warrior and comrade. He wanted to express his regret that I had decided to abandon the fight, yet congratulate me for hanging in there for as long as I have. I'll admit, I was/am SO irritated and frustrated with the so called "experts and scientists" in the responsible state and federal agencies. The conclusions that they have jumped to while looking at the very same data the I am looking at and the actions that they determine to be the best course defy any sense of logic that I can reference.

I threatened to abandon the Manatee Forum. A threat that I can make good on – but It's hard to walk out and leave the emotional based members of the group with less objection to their obsessions. They can't find a way to stop doing something – usually the wrong things - to save an animal that honestly was better off before all the "saving" took place.

Over 1,000 manatees are non-living proof of the idiocy of the attractive nuisance of artificial warm water outflows and the impact on the migration of a wild grazing animal. But not to the manatee managers. Those animals died from pollution's affect on seagrass. There is some truth to their opinion. It's just the total lack of any sense of responsibility that is so enlightening as to the lack of flexibility of their thought.

So, will I abandon the forum? Not immediately. CFFW is largely responsible for the existence of the forum in the first place. But, I will devote more of my time to the efforts directly focused on the restoration and preservation of the IRL. More time devoted to the IRL automatically means less time for the manatee and the forum specifically. I am looking to shift farther and farther in the direction of the IRL.

Ultimately, a healthy IRL will support a healthy manatee population. The opposite is not true. No matter how loud the voices of the myopic manatee saviours scream in vane.

HAPPY BOATING. See you out there! ❖

## CFFW Officers

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## Please Mark Your Calendars!



- » **February 16: Brevard Marine Advisory Council** 6:00 pm Viera Government Center, Bldg. C, 3rd Floor. Open to the public.
- » **February 27: Board of Directors Meeting** 6:00 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public.
- » **March 1: District 2 Dredging Committee Meeting** 6:00 pm at Kiwanis Island, Karen Rood Bld. Merritt Island. Open to the public
- » **March 27: Board of Directors Meeting** 6:00 pm Lighthouse Christian Church on N. Banana River Dr. Open to the public.
- » **April 1 & 2: 26th Annual CFFW Marine Flea Market** 8-4. Harbor Town Marina, Merritt Island

## Volunteers Needed

It's time for the 26th Annual CFFW Marine Flea Market on April 1st & 2nd 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 26 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.

## 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)*

# Try These 5 Commonsense Boating Commitments

Try these 5 commonsense boating commitments that are easy to keep.

There's a perfectly good reason so many New Year's resolutions never live to see January 2. Most of us simply don't like to exercise more or give up ice cream! To help guarantee at least some success with your 2023 commitments, here are five New Year's resolutions that are not only easy to keep, but will keep you and your crew safer throughout the year.

## 1. Install an automatic fire extinguishing system

When it comes to engine compartment fires, the most natural reaction is also the worst — lifting up the hatch to see what's going on! While it certainly will quickly answer the question of what indeed is going on, opening the engine compartment is also the worst choice, as doing so provides a rush of oxygen that could easily turn a smoldering fire into an abandon ship type conflagration. The safest way to avoid this is by installing an automatic fixed extinguishing system.

The American Boat and Yacht Council (ABYC) recommends installation of a suitable clean agent fire suppression system on all inboard and sterndrive vessels. Dry chemical powder is effective, but the residue is difficult to remove and highly corrosive — in some cases it can actually cause more damage to the engine than the fire itself. A dry chemical unit also has to be aimed at the base of the fire, something often impossible to do without opening the hatch or when using a fireport. A clean agent system, by contrast, floods the engine compartment. It not only kills the fire without damaging the engine and components, but in many cases, the engine can be restarted (after correcting the initial cause of the fire) allowing a vessel to return to port under its own power.

Fixed fire suppression systems can be customized for your particular vessel, but pre-engineered, off-the-shelf systems are cheaper and easier to install. Halon was the clean

agent of choice in the past, however it's also an ozone-destroying chlorofluorocarbon and its production has been banned since the mid-'90s. Today's systems use "greener" alternatives such as FM-200, FE-241, or Sea-Fire Marine's new 3M Novec 1230 Fire Protection Fluid.

If you already have one ... Have the system inspected and tagged annually by an authorized service facility. Existing Halon systems can remain in use but will have to be replaced with newer options if discharged or found to be defective

## 2. Buy an EPIRB or PLB

An EPIRB (Emergency Position Indicating Radio Beacon) or PLB (Personal Locator Beacon) is probably the single most important piece of gear you can have when the proverbial feces hits the rotary oscillator. With units available for less than \$200, even the most tight-fisted boater can afford to add a PLB to their arsenal of onboard safety equipment.

When activated, emergency beacons transmit a coded message on the 406 MHz distress frequency, which is then relayed via the Cospas-Sarsat global satellite system and earth stations to the nearest Rescue Coordination Center. Units featuring built-in GPS can provide a location accuracy of 150 feet or less. EPIRBs additionally transmit a continuous signal on 121.5MHz, allowing search and rescue units to home in on its location using radio direction finders once in the vicinity. Although PLBs and EPIRBs work in exactly the same manner, there are a number of differences between them beyond size. While PLBs transmit a distress signal for a minimum of 24 hours, transmit time for an EPIRB is double that (a minimum of 48 hours).

Unlike a PLB, EPIRBs can also be configured to automatically deploy and activate in the event of an emergency. Category I EPIRBs are designed to float free from a sinking

... *(Continued on Page 4)*



vessel and turn on automatically when they come into contact with water. A Category II rating denotes EPIRBs that are manually activated and deployed.

Another difference is that an EPIRB is registered to a vessel, while a PLB is registered to an individual. This means that the PLB can “follow” its owner wherever they go, a plus for those who often find themselves on different boats. As they are legal for use on both land and sea, you can take them on any adventure, from exploring the Amazon to hiking that remote mountain pass.

If you already have one ... As required by law, always register your PLB or EPIRB unit with NOAA. This tells search-and-rescue organizations who they’re looking for (if your unit is activated) and who to call to confirm that it’s not a false alarm. Verify your information annually, and don’t forget to update any changes (e.g., contact phone numbers, sold units). For extended cruises, use the “Additional Data Field” to provide information like number of passengers or special considerations (such as medical issues).

Other excellent ideas include conducting a self test of the unit on a regularly scheduled basis (such as quarterly and prior to a longer cruise), as well as checking the expiration dates for batteries and hydrostatic release units at least annually.

### **3. Purchase a life raft.**

Like grizzly bear pepper spray and supplies for the zombie apocalypse (it’s not a matter of if, but when!) life rafts are another item we purchased in hopes they’ll never be needed. Designed to keep crew forced to abandon ship alive until rescued, they provide both protection from the elements and create a larger, more visible target for rescue personnel. While abandoning ship into a life raft should always be a last resort, knowing you have a life raft at the ready can provide peace of mind to all onboard.

If you already have one ... Ensure the raft inspection sticker is current and that the hydrostatic release mechanism isn’t expired. In addition to attending the testing and repacking of your life raft whenever possible (to familiarize

yourself with its operation), another good idea is customizing its contents. Additional water, a waterproof handheld VHF, prescription meds, or extra rations are just a few examples of good-to-have items in an emergency.

### **4. Install CO and smoke detectors.**

Marine grade smoke and carbon monoxide (CO) detectors are recommended on all boats over 26 feet in length that have a galley and enclosed sleeping quarters. CO is an odorless, colorless gas that can kill in minutes. It is produced when burning any carbon-based fuel (gasoline, diesel, propane, or wood). While the most common source of CO is exhaust from gasoline or diesel engines, it can be produced by any open flame device, such as a stove, heater, or grill.

CO and smoke detectors should be installed to monitor the atmosphere in the main cabin, engine room, and each sleeping area. Smoke detectors are also recommended for engine compartments on smaller boats, as is the use of wireless detectors in which all units sound an alarm if one detects anything. Another great option for boats that utilize generators to power air conditioners would be a CO alarm system designed to automatically shut off the generator if CO is detected.

If you already have one ... Change the batteries once a year. Smoke and CO detectors also have a limited lifespan, so check each unit’s expiration date and replace if expired. Detectors or sensors (if part of a system) will typically need to be replaced every five years, however this varies between units and can be as soon as one year from date of purchase. If you don’t see a “replace by” date on the unit, check with the manufacturer.

### **5. Practice dockside and underway safety drills.**

Boating safety doesn’t always have to cost money, and nothing can better prepare you and your crew for an emergency than regular safety drills. Draft up basic instructions for events such as fire, man overboard (MOB), or sinking,

*... (Continued on Page 5)*

and discuss safety equipment locations and procedures with everyone onboard.

Assign roles and responsibilities to crew members where appropriate, and make sure everyone knows what's expected of them in an emergency. Mix it up a bit to make

drills more interesting and to better prepare for those “out-of-the-box” situations (the captain as the MOB for example). Don't forget to include younger crew members as well: Teaching your 10-year-old how to make a distress call instills confidence and just may save your life!

## Boaters Pay for Launch Ramps, Safety, Conservation and More, But Is Everyone Paying Their Fair Share?

SPRINGFIELD, Va., Jan. 24, 2023 — It's a question that's been asked a million times: “Is everyone paying their fair share?” When it comes to those who recreate on the water together nonmotorized and motorized vessel operators who mutually benefit from the use of launch ramps, boating safety programs, conservation efforts and more, a recently released U.S. Government Accountability Office (GAO) study says that answer remains unclear.

Discussions on the equitability of contributions to the Sport Fish Restoration and Boating Trust Fund, a user-pay/user-benefit grant program administered by the U.S. Fish & Wildlife Service, began from a mandate included in the Trust Fund's 2021 Reauthorization from Congress.

Trust Fund revenue comes directly from import duties or excise taxes vessel operators pay on sportfishing equipment such as tackle boxes and fishing rods, but the single largest bucket of funding (49%) for the Trust Fund come from a special tax that only motorboat operators pay on fuel.

The recently released GAO study, “Recreational Boating: How Vessel Users Contribute to and Benefit from a Federal Trust Fund” looked at (1) The use of nonmotorized and motorized vessels, (2) The extent that users of these vessels have contributed to the Trust Fund, and (3) The extent that the Trust Fund has been used for boating access and safety activities to benefit users of those vessels.

The report concluded that “GAO was not able to determine the specific extent that non-motorized and motorized vessels users benefit from these activities.” One challenge

noted was that anyone can purchase products such as sport fishing equipment, so the extent to which boat users – paddlers or motor boaters – are contributing to the fund is not clear.

“What is clear is that the Sport Fish Restoration and Boating Trust Fund has been critical to any vessel operator, giving us the waterway access we need to use our boats, keeping us safer on the water, and supporting fish habitat and healthy waters. And it does so without asking for dime of funding,” said David Kennedy, BoatUS manager of government affairs.

### What GAO found:

1. More than a quarter of the U.S. population engaged in recreational boating in 2018, according to a survey commissioned by the U.S. Coast Guard. The survey also estimated that more motorized vessels were used (5 million) at least once compared with nonmotorized vessels such as kayaks (3.9 million) the same year.

2. The Trust Fund received tax and import duty revenues averaging about \$713 million for fiscal years 2012 through 2021, adjusted for inflation. Motorboat fuel taxes make up about 49% of this funding. The Trust Fund is next set to be reauthorized by Congress in 2026.

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# CFFW 26th Annual Marine Flea Market

***Harbortown Marina***  
***Sea Ray Drive (SR528) Merritt Island***

**April 1st & 2nd, 2023**  
**8:00 am - 4:00 pm**

***Central Florida's Largest  
Marine Flea Market***

**FREE ADMISSION - FREE PARKING!**  
**SOMETHING FOR EVERYONE!**

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

*(See Map on Back)*

# 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  
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Willie & Peggy Wehrman

## 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  
Bubba & Paula Beyer  
Iva & Linda Chamless  
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David Smith

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Dave & Bonnie Zimmerman

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  
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- \$25 Silver Family  \$100 Diamond Family  
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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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