

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 warcraft with respect for our marine environment and conservation.

Let Your Lines Do The Work *by David and Zora Aiken*



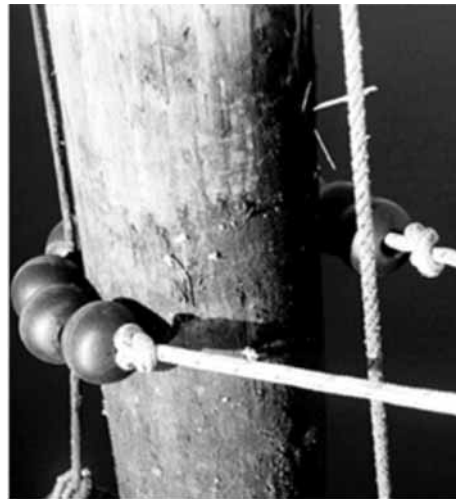
Experienced cruisers share their line on slipping a boat into its berth with stress-free grace.

Docking a boat isn't as easy as parking a car, something novice boat owners learn quickly; the helmsperson simply can't steer to a stopping point and hit the brakes. Traction is not a factor and there are outside influences the car driver never needs to consider, such as how the wind or current (or both) will alter speed or the intended direction of steering and what can be done to counteract those potentially contrary effects. Even constant repetition is no guarantee of success, as conditions are as varied as the weather.



While there's no substitute for good boat-handling techniques, there are ways to give the captain an assist. The boat owner who rents a marina slip on an annual basis can use several medium- and low-tech ideas that offer a distinct home port advantage, making it easier and safer to

leave and return to the slip and taking some of the worry out of leaving the boat to fend for itself when you're gone. Sturdy hooks (shown bottom, opposite column) attach to any piling to keep lines dry and accessible.



During storms, tidal changes, or heavy boat traffic, TideMinders, (shown here) protect lines from fouling and chafing. Left, run a line the full length of the slip to help guide the boat in on days when wind and

current do not allow a smooth entry.

For permanent marina tenants, dock lines are left in place to drop and pick up when departing and returning. Some slips have a full-length dock (catwalk) along one side or both, perpendicular to the main dock. Floating piers almost always are configured to provide finger piers. These are the easiest slips to enter, leaving the fewest opportunities for mishaps. More common where pilings and docks are fixed is the slip with only a short, narrow — sometimes shaped like a piece of pie — finger pier leading from the main dock on one side.

Another slip may have no finger pier at all. Boarding must then be done directly at the bow or stern, and there is almost no chance for crew to jump off in time for a tie-up assist. Guiding a boat into a slip requires some expertise and the procedure differs depending on whether the captain chooses to dock the boat with bow or stern to the main dock. Once positioned in the slip, lines must be tied in such a way that the boat is convenient to the dock for boarding at the usual location, but not so close that it risks bumping the dock. When leaving the boat unattended, most boat owners adjust all dock lines for the purpose of keeping the boat

(continued, please turn to page 8)

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From Your President/Secretary by Kelly Haugh

2011 CFFW Membership Picnic

The day started out hot and sunny for a change. A nice breeze blowing helped to keep the pavilion at Kelly Park nice. We had a small turnout this year, but the group had a great time sharing great food and stories.

Before we had a chance to get into any good games, a storm came up and we all hustled to get things packed up and out of harm's way, but we were able to give away some of the door prizes that we had collected.

Tom Riordan won a Polo Shirt from Cocoa Village Marina, Bob Mittauer won a night's dockage at Cocoa Village Marina, Ruth Cover won a picture frame, and Peggy Joy won a set of wine glasses!

Thank you so much to our wonderful Chefs -Tom Riordan, Ernie Joy, and Bob Mittauer. A big thank you also goes out to **Cocoa Village Marina** for the wonderful door prizes they donated.

Maybe next year the weather will cooperate for a great day! Hope to see you all out on the water! Be safe! ❖

Please Mark Your Calendars!

Please call Kelly Haugh at 321-449-0827 for more information.



October 26th, Wednesday - CFFW Annual Meeting, 6-8 pm

November 7th, Monday - CFFW Board of Directors Meeting, 6:30 pm, Kiwanis Island Community Bldg, Merritt Island

December 3rd, Saturday - Port Canaveral Christmas Parade

December 3rd, Saturday - CFFW Annual Holiday Social, stay tuned to our website: www.cffw.org for location and time

December 5th, Monday - CFFW Board of Directors Meeting, 6:30 pm, Kiwanis Island Community Bldg, Merritt Island

December 10th, Saturday - Cocoa Beach Christmas Parade, 6:00 pm, with Captain's meeting on November 30th, Wednesday, Cocoa Beach Library, 7:00 pm

December 17th, Saturday - Merritt Island Christmas Boat Parade, 6:00 pm? Captain's meeting on December 13th, Tuesday, 6:00 pm, Kiwanis Island Community Bldg, Merritt Island

Webster's Update by Steven Webster

Because of decennial redistricting, the 2012 Florida legislature meets early – January-February – for its 60 day run, instead of March-April.

If someone is looking for a poster-child example of what's wrong with government, this is one of many. The session is held early because the legal wrangling that always follows redistricting needs to be resolved before the November elections. In other words, after months of hearings, it'll still be up to some Federal judge to draw the lines.

I wish session was held every year in January-February, when wearing a suit and tie in North Florida makes fashion (and thermal) sense. But noooooo..... Session takes place during two of the best months of the year, when who wouldn't rather be out fishing, or skiing, or people watching at the beach, instead of sweatin' with the oldies (of which I am now one, sad to say), inside a huge building with windows that don't open?

Most people don't know that prior to the start of session there are several weeks of what are called "interim committee" meetings. And those have already started.

What's going to happen in the legislature this year? Here are my predictions.

Redistricting

Unlike Congressional districts, which change shape and number (Florida gained two the last go-round), Legislative districts only change shape. The number stays the same. Districts change shape as people move to different areas – which generally means more suburban districts and fewer urban and rural ones. They also change shape because of changing demographics, and Federal judges do their best to insure that as many ethnic groups as possible get at least one district. This year, the smart money is betting on the addition of a Puerto Rican district in the Miami area. OK, "smart money" maybe isn't the right phrase to describe racial gerrymandering, but there it is.

Of course, the key redistricting concept is to cram as many of the minority party's votes into as few districts as possible. Thank Andrew Jackson for this: "To the victor goes the spoils." In modern Florida, that means Democratic votes are packed into districts like sardines, while Republican votes are spread out with just enough to ensure an elephant in the state house in as many districts as possible.

As that new district in South Florida gets drawn, expect a ripple effect as far north as Brevard, with more than a few observers expecting to see potentially significant boundary line shifts that might not just put you the voter in a new district, but also your Senator and Representative.

So if you're wondering who's interested in Senate President Mike Haridopolos' seat when he terms out (2012 is his last year), the answer is a lot of folks – who don't yet know if they'll be in his redrawn district or not.

Legislation

Thus far, no boating bills are filed, but there is one bill about docks that's on the docket. I'm delving into it, but HB 13 / SB 88, called "Sovereignty Submerged Lands," proposes to extend the length of leases for docks over state-owned waters to ten years (up from five). Most of you are probably asking – What lease? And will this cost me money?

If you're on a canal, no worries. If you're on the river..... One word in the bill worries me, phrasing that appears to limit exempt docks (ones not needing a lease) to one "wet slip". Most of us have two slips.... By the time you read this, we'll have this one pinned down and worked out.

FWC Staff Changes

Over the past few months, FWC has replaced quite a few of its division leaders, mostly as they retire. We probably all know that retirement was given a big boost by recent changes in benefits to state workers, where getting out early became an especially good idea. And we've probably all heard friends or neighbors who work for the state complain about no raises for the past few years.

Here's how I see it. Every state job opening out there has a line of applicants willing to work for what too many existing state workers say is not enough.

While I'm not going to complain about the people FWC has hired for these top slots – Assistant Executive Director, Legal, Marine Fisheries Management, Habitat and Species Conservation, and I'm sure they're all very capable – I would have liked to see FWC take the bold approach that Florida DEP (Department of Environmental Protection) has taken. DEP reached out to the regulated community and hired people who used to ask for permission from DEP instead to be the ones who grant it.

(continued, please turn to page 10)

3rd Annual Space Coast Boating and Waterfest

The Brevard County Boating and Waterways Program, along with the Brevard Marine Advisory Council, celebrated countywide this past May with a variety of events during the 3rd Annual Space Coast Boating and Waterfest.

The water-based events, many of which were free, were designed to publicize and expand knowledge of the ecological, recreational and economic opportunities associated with Brevard's unique waterways.

Fishing, sailing, kayaking and general boating events, were developed in partnership with the USCG and USCG Aux, FWC, & BCSO and coincided with National Safe Boating week, May 21-27.

On May 7, one of the largest events was Waterfest at Turkey Creek, held at Goode Park in Palm Bay. Hosted cooperatively with the City of Palm Bay, this event featured live music, food, guided tours of the creek, participants at the festival had the opportunity to make oyster-mats through the Nature Conservancy, and educational booths and informative speakers were on hand to give free information about the waterways in the area. Canoe and kayaks were provided for use by the public at no charge.



In the central county, a Hook Kids on Fishing program was held at Kiwanis Island Park in Merritt Island on May 21. The free program was open to youth ages 6-16 and sponsored by the Anglers for Conservation. Along with the fishing program,

participants at the festival had the opportunity to visit Florida Institute of Technology's SEAS Mobile Lab and see educational displays including presentations by the National Oceanic and Atmospheric Administration, law enforcement, and Brevard County recycling as well as participate in free kayak demonstrations and lessons offered by Village Outfitters of Cocoa.

CFFW hosted its Annual Poker run and many people turned out for the event, along with more than a million of those pesky "Love Bugs". Who knew they were even out over the water?

The "Coastal Angler" magazine Boating and Fishing Expo, sponsored by Boaters Exchange in Rockledge, hosted its second annual event, featuring seminars from local fishing guides, anglers and authors, as well as a barbeque and giveaways.

With many other events also occurring throughout the county, the 3rd Annual Space Coast Boating and Waterfest showcased a series of family-based boating, fishing, and educational events which are a positive testimony to what can be accomplished when we all work together for a common goal. The Brevard Marine Advisory Council, the Brevard County Natural Resources Management Office, and the Boating & Waterways Program would like to personally thank Citizens for Florida's Waterways, Publix, Wal-Mart, and Sunrise Marina for their contributions to this year's events.❖



Coast Guard Classifies Paddleboards as Vessels

WASHINGTON - The U.S. Coast Guard in a decisional memo dated Oct. 3, classified paddleboards as vessels in accordance with Title 1 United States Code, Section 3.



This classification means that when used beyond the narrow limits of a swimming, surfing, or bathing area, no person may use a paddleboard unless in compliance with the Navigation Rules, and applicable carriage requirements for this type of vessel. This may include a Coast Guard approved life jacket for each person on board, a sound producing device, visual distress signals, and proper navigation lights. A police-type whistle and a flashlight comply with these requirements.

The Coast Guard has also exempted the hull identification number requirement from the manufacturing standards.

"In order to address safety issues and concerns the U.S. Coast Guard has researched the criteria, and has determined that the device known as a paddleboard is a vessel under Title 1, United States Code, Section 3," said Jeffrey Hoedt, chief of the Boating Safety Division, Office of Auxiliary and Boating Safety.

Director of the Oregon Marine Board, Paul Donheffner, reported that paddleboarding has been gaining popularity. Traditionally they were used to surf in the ocean, but are now being used not only in the ocean beyond surfing areas but also in lakes and rivers. It is important to note that paddleboards in the surf-zone will not be affected by the decision and that the Coast Guard does not define the limits of surf-zones.

The U. S. Coast Guard asks all boat owners and operators to help reduce fatalities, injuries, property damage, and associated healthcare costs related to recreational boating accidents by taking personal responsibility for their own safety and the safety of their passengers. Essential steps include always wearing a life jacket; never boat under the influence; successfully complete a boating safety course; and get a vessel safety check annually from your local U.S. Coast Guard Auxiliary or United States Power Squadrons.

The U. S. Coast Guard reminds all boater's to "Boat Responsibly!" For more information on boating responsibly, go to: www.uscgboating.org. ♦



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*When Does Your
Membership Expire?
(See Back Cover)*

More “Lost” Boaters Found with BoatUS Towing App

by D. Scott Croft

OCEAN CITY, NJ, June 13, 2011 – It was every boater’s bad ending to the weekend. On a late Sunday afternoon a 21-foot bowrider with two persons aboard broke down on a foggy bay off the New Jersey coast. Unfortunately, the small vessel did not have a VHF radio or a chart plotter showing their precise location. But the captain and mate did have a cell phone with them, so they called the BoatUS Towing Services 24-hour dispatch center for assistance

The two boaters were tired and wanted to get home, but, unfortunately, gave the BoatUS dispatcher a poor description of the surroundings where they thought they were located. Upon hearing this information, local TowBoatUS captains in Beach Haven, Ocean City and Barnegat Light quickly deduced that it didn’t add up.

So how did BoatUS find the bowrider? TowBoatUS Ocean City’s Capt. Patti Kearney says, “We solved the problem by advising the boaters to download the BoatUS Smart Phone App.” Once the couple completed this easy task, the BoatUS dispatcher was automatically provided the vessel’s precise latitude and longitude information, and Capt. Kearney was able to quickly locate the boat and bring it back home safely.



The BoatUS Towing App can also work well with your float plan, allowing you to easily text or email loved ones ashore, allowing them to “track” your trip on the BoatUS online Member Service Locator map. The App also gives smart phone users the option of seeing their own location on Google maps (when their cell phone’s Internet connection is operable).

BoatUS reminds boaters that a VHF marine radio should be the first choice for emergency communications and they should always contact the US Coast Guard or local law enforcement in an emergency situation. However, having the App is a great backup for routine breakdowns and it can be easily downloaded by going to www.BoatUS.com/app. It’s available for both Android and Apple iPhones. ❖



The App reduces towboat response times by using the accuracy of the GPS latitude and longitude technology built into smart phones, and also adds helpful location and tracking features. Since its launch in February, over 36,000 boaters, sailors and anglers have downloaded it.

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2011 CFFW Board of Directors Slate

All CFFW Members are eligible and encouraged to vote.
Please turn in your ballot at the 2011 CFFW annual meeting in October

Alternately, you may mail in 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!

2011 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 <input type="checkbox"/> next to the candidates		
<input type="checkbox"/>	Mr. Bob Atkins	CFFW Director
<input type="checkbox"/>	Ms. Jen Rivera	CFFW Director
<input type="checkbox"/>	Ms. Peggy Wehrman	CFFW Vice President
<input type="checkbox"/>	Ms. Karen Dignan	CFFW Treasurer
<input type="checkbox"/>	Mr Gary Haugh	CFFW Director
<input type="checkbox"/>	Ms Kelly Haugh	CFFW President/Secretary
<input type="checkbox"/>	Mr Doug Jaren	CFFW Director
<input type="checkbox"/>	Ms Sandy Reynolds	CFFW 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
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		

Let Your Lines Do The Work *by David and Zora Aiken* (continued from page 1)

as close to mid-slip as possible through all the tide and wind changes that occur when the boat is at rest. Here are some tips for less stressful close-quarters maneuvers.

Boundary Lines

Run a line the length of your slip on each side, from the outermost piling to the dock piling or cleat, to visually define the full width of the slip and to give you a clear picture that separates your slip from your neighbor's. On days when wind and current don't cooperate when backing in, the crew can grab these lines and encourage the boat into its proper alignment. The lines also help to keep the boat from getting pushed at an angle that might result in contact with the boat in the next slip. Polypropylene line is a good choice for this purpose as it floats, and it's cheap so you won't mind replacing it every few seasons when it degrades from UV exposure. If the slip has pilings forward and aft, the slip width is easy to define and mark. If the bow lines are ordinarily secured to cleats on the dock rather than to pilings, it may be necessary to tie the line around one of the deck planks or place an additional cleat on the dock, if the marina allows this.

Line Snubbers

When the boat is tied in a slip, it moves around with every wind shift and wake roll; abrupt jerks are common when the line is pulled as far as it can go. To minimize the jerking and the accompanying wear on lines and cleats, attach a line snubber to each dock line. Snubbers are made of a material capable of stretching enough to absorb the shock of a quick stop. With the familiar black rubber ones, the dock line feeds through an eye on one end of the snubber, then wraps around the snubber a few times before leading through the eye at the other end.



Tide Aids

Line snubbers (shown above) absorb the shock of a quick stop as the boat shifts with wind or current. TideMinders and TideSlides are helpful additions to dock line assists, definitely a "wish I'd thought of that" idea that allows dock lines to move up or down the pilings as the boat floats with the tide. With either system, there's no need to guess how much slack to leave in a line to accommodate tidal range; the boat can be tied closer to the dock without fear of it drifting too close.

TideMinders employs nine virtually indestructible balls that are threaded onto the line and secured with two figure-eight knots. As the tide changes, the balls roll up and down on the piling, eliminating the need to adjust lines and offering constant tension with built-in shock absorption. TideMinders is simple to install and requires no tools. Available in black, blue, and safety orange, they fit any size piling and protect lines up to one inch for docking larger boats.

To use TideSlides, a stainless-steel shaft attaches to a dock piling. A specially molded polymer block or cleat attaches to the stainless shaft. The dock line is tied between the TideSlide block and the appropriate cleat on the boat. As the boat floats up and down with the tidal changes, the slides (with lines attached) also move up and down the shaft, holding the same tension on the lines no matter what the state of the tide. One slider accommodates a bow or stern line and also a spring line.

Line Holders

Those who keep their boats in covered slips have created novel ways to leave bow lines when exiting the slip in order to have them handy upon return.

(continued, please turn to page 9)

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Let Your Lines Do The Work

by David and Zora Aiken
(continued from page 8)

The boathouse roof allows for suspending a bracket over the slip, ready for a boathook grab when the boat returns to the slip after a day on the water. In the photo one creative captain hung up a cutout of a traditional anchor shape.

Boats kept in a typical uncovered slip often leave bow lines on a hook or bracket attached to the dock at the front of the slip, not quite as convenient as an overhead hanging bracket, but ready for a boathook grab. Placing lines this way not only keeps them reachable, it also keeps them away from feet that might trip over them, and out of the water where they could foul the running gear.

The same type of hook that holds bowlines on the dock is useful for all docking lines. Attach a hook fairly high on each dock piling, so all lines are kept high and dry and within boathook-grabbing range. Buy no-maintenance hooks made of PVC or make them out of wood or StarBoard.


Midship Cleats

If the boat doesn't have midship cleats, it would be smart to add them. They simplify the tie-up procedure, whether the boat is at home port or away. Midship cleats allow a much better lead for spring lines. They also allow the use of a shorter line, for more control, less wandering of the boat, and less risk of crew tripping over an unnecessarily long line.

On the subject of cleats, some boats have only a single cleat forward for securing bow lines; if that's the case on your boat, make the necessary changes so each bow line has its own cleat. The double-cleat arrangement also proves practical use for those times when you want to use two anchors. ❖

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New Pier at Sebastian Inlet Creates More Space for Anglers



The Sebastian Inlet District Commission has constructed a new multi-use pier on the south side of the inlet near the State Park's campground. The new "T-Dock" replaces the old L-shaped dock that was originally built in the early 1960's and stood on wobbly wooden pilings. In 1964 the site was known as Henry's Fish Camp. Today the new T-Dock provides three times the area for anglers and sightseers and sits on 28 concrete pilings driven 25 feet into the rock substrate of the inlet. A wooden deck and railing keeps the rustic theme along with fenders and two roof shelters.

While opening up more space for anglers in the Park, just in time for Snook season which opened September 1st, the new dock also provides emergency access for local authorities. The Sebastian Inlet and the surrounding area is world renown for water-related recreation. Unfortunately, these same activities also present the potential for hazards, resulting in occasional rescues on the water. The new dock with swinging gates will ease the transfer of distressed visitors between water and land. Once on land the adjacent parking lot is approved for emergency vehicles and helicopters. The ability to safely use the new T-Dock will save precious time in emergency situations where every minute could make a difference.

The new dock was constructed through a funding partnership between the Inlet District Commission and Florida Inland Navigation District, in cooperation with the State Division of Recreation and Parks. The dock was designed by Atkins Global, Port and Engineering Practice, and constructed by Wilco Construction, Marine Contractors from Ft. Pierce. Cost of construction was \$245,000. ❖



Ask A Friend To Join CFFW

Webster's Update by Steven Webster (continued from page 3)

The change underway at DEP is amazing, and all for the good. Granted, in many ways FWC was never as badly broken as DEP, but let's face it, there's a lot of opportunity in fisheries and protected species management where new leadership could go a long way toward rectifying old ways of thinking.

Manatee Forum

By the time you read this, CFFW will have participated in another manatee forum. I'll be participating from FWC offices in Tallahassee, while Bob Atkins will be making the journey to St Pete.

There's not much on the agenda, for a couple reasons. No one's applying for permits to build multi-slip docks that would trigger all sorts of 'slicing and dicing' objections to more boats. The "other side" is keeping a low profile because all the science says manatees are growing in number everywhere. And FWC's leadership would just plain like to see this issue slip away, because they don't have any more money to spend on manatee matters.

Of course, our position is they shouldn't be spending any money on new speed zones, and should instead be taking away zones and restoring channel speeds and water sports areas in places were manatees are growing in number.

We'll keep at it, and be hopeful that the new leadership at FWC looks at our reasonable demands with fresh new eyes.❖

"Catch A Memory" Radio Show

The radio show will again be an hour long on WVEL 1300-AM, Saturday mornings at 8:00AM – 9:00AM. The program will be covering the fishing action on Florida's East Coast. Anglers can tune in to hear Jim and his co-hosts provide you the latest fishing and new product information.❖

Television Show

Capt. Jim has joined a host of other top professional guides across the State of Florida on a new television show called the "Chevy Florida Insider Fishing Report". The TV show is on the SunSports on Thursday evenings from 5:00PM to 6:30PM. Reporting expert, Capt. Jim will bring you an up-to-date fishing report from our offshore and inshore local waters.

Capt. Jim also provides daily reports Sunday through Wednesday on the TV shows web-site: www.floridainsiderfishingreport.com

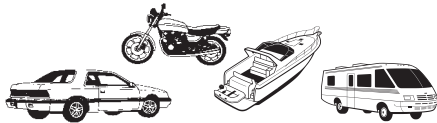
If you would like to contact Capt. Jim, his phone number is 321-636-3728 and his web-site is www.finelinefishingcharters.com.❖



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PO Box 541712
Merritt Island, FL
32954-1712
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Or join with your
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CFFW is a 501(c)4 organization. Donations and
 membership dues are not tax-deductible.



CFFW Annual Meeting

Wednesday, October 26th

Kiwanis Island Community Bldg
Next To Boat Ramp (SR 520) Merritt Island

Come out and join us at the last meeting of 2011. This will be an informal mixer/meeting. Light appetizers and beverages will be served.

There'll be no guest speaker, but the floor will be open to all guests for open discussion on topics of interest or concern. Elections for our 2012 Board of Directors will take place

Please RSVP to Kelly Haugh at 321-449-0827 as soon as you can. Hope to see you there.



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It's That Time To Help
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2012 CFFW Board of Directors
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