



FORT LAUDERDALE

MARINERS CLUB

NEWSLETTER

April 2010

Monthly Luncheon Meeting

Thursday, April 1, 2010

Registration - 11:30 am
Lunch - 12:00 pm

Location

15th Street Fisheries
1900 SE 15th Street
Ft. Lauderdale, FL

COST \$30

Speaker: Jason Dunbar of Luke Brown Yachts will speak about recent changes to Florida sales tax law.

Menu:

Choice of Cesar Salad or Conch Chowder

Choice of

1. Grilled Mahi Mahi
2. Grilled Mango Chicken
3. Filet Mignon

Dessert:

1. Choice of Key Lime Pie or fresh berries with cream

RSVP online at www.ftlmc.org by March 27 or email Kristene Lundblad with your entrée selection at: KLundblad@lankoil.com

2010 Officers & Chairs:

Skipper: Dick Basom
First Mate: Tina Cardone
Purser: Captain Karentz
Yeoman: Matthew J. Valcourt
Bosun: Kristene Lundblad
Program Director: Charles Davant
Activities: Terry Jones
Historian: Hector Ramirez
Seminar: Efrain Sora

MARINERS CLUB MEMBERS AND FAMILY HAVE A GRAND OLE TIME FOR ST. PATRICKS DAY

The Mariner's Club gathered for its annual picnic at Snyder Park to enjoy great food, fun, drinks and games. Special thanks goes to Terry Jones and his crew for a great time and Art, Ted and Craig for manning the pits.



Historian Hector Ramirez, Yeoman Matt "Chowdah" Valcourt and Jerry Hamilton enjoy the fabulous food and festivities!



MORE PICTURES FROM THE SPRING FLING!







Fort Lauderdale Mariners Club
PO Box 21750
Fort Lauderdale, FL 33335-1750
www.ftlmc.org



Fort Lauderdale Mariners Club

About Us

The Fort Lauderdale Mariners Club is dedicated to the promotion of ethical business practices among the sea-going community as well as the circulation of accurate and useful information to the boating community.

Our membership includes both professional and leisure boating enthusiasts, as well as industry experts and professionals in many disciplines from around the world.

Join Us

We welcome your interest in the Mariners Club and invite you to become an active member to the benefit of each of us individually and all of us as a community.

The easiest way to join is to attend a monthly meeting as a guest of a current member.

Request an application form from an officer, complete it and mail it with your check for \$50.00 to the Mariners Club for consideration by the membership committee. Two sponsors are required.

If you want to join and do not know an active member, contact Dick Basom, rbasom@sealimited.com

Please visit our website at www.ftlmc.org to find out more about us!



MARINER'S CLUB CELEBRATES THE LIFE OF ONE OF ITS MAGNANIMOUS MEMBERS: TOM CORRELL

The membership was saddened by the recent loss of outstanding member Tom Correll. The Club wishes to extend their sympathy to Tom's Family and true to his personality, wants to celebrate the life of such an extra ordinary man. A gift in his honor was made to Emory University, to be disbursed according to the request from Barbara Correll equally to the Graduate School and to The Michael C. Carlos Museum Membership Gift Fund.

Tom Correll was a native of Minnesota, attended the University of Minnesota, receiving his B.A. and Masters degrees. After duty as an officer in the US Army Intelligence Service. He was a recipient of a Ford Foundation grant. He worked as a college professor, teaching history and jointly writing a curriculum for professional colleges of art under the grant. Inland scow racing in his C-class boat was a constant, albeit seasonal, hobby and passion. He moved to Florida to teach at the University of Miami and to continue his passion for sailing and boating. An opportunity to work at Merrill Stevens Dry Dock in Miami was taken as a chance to further develop skills in the marine industry.

In 1974, Emory University in Atlanta nominated Tom as University Fellow and admitted him to its doctoral program in the Graduate Institute of Liberal Arts. While working on his dissertation, he was also in the employ of Summerfield Boat Works, Inc. in Ft. Lauderdale, where he was advanced to the position of General Manager in 1984. He served in that capacity until joining International Marina Resources in 1999. Involvement in environmental issues was another passion of Tom Correll. He was a contributor in the first writing of the Best Management Practices for boatyards and marinas in Broward County and subsequently has contributed to their periodic update. Tom was the presiding Skipper of the Fort Lauderdale Mariners Club during 1999.

To even call him a renaissance man is to understate his fruitful life and accomplishments. Tom touched the lives of so many of us from his tireless work building the Club, to his professional accomplishments and mentoring. While these accomplishments seem endless, his most impressive honor was the an indelible mark he made on his friends and family. Fair winds and following seas Tom.

Nautical Word of the Month Rabbit Fish:
Happy Seaster! A kind of globe or porcupine fish 6-7 inches in length, oval-shaped in profile, a species of Chimaera classified as monstrosa. One ugly bunny!



ITEMS OF INTEREST Please submit newsletter ideas and items of interest to the Editor: Matthew J. Valcourt at mvalcourt@fowler-white.com or fax to 305 7287580



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*The SS American Victory leads two ships out of the ice-choked harbor at Odessa Ukraine in early 1947. The Turgenev is the ship making smoke.
 photo by Ralph Nilsen*



Historic Ship Series Continued

THE S.S AMERICAN VICTORY TAMPA FLORIDA



The *SS American Victory*, as her name implies, was one of 534 Victory ships built between mid-1944 and mid-1946 to replace the venerable Liberty class of merchant vessel.

The *SS American Victory* was delivered to the U.S. War Shipping Administration (WSA) by the California Shipbuilding (Calship) Yard at Los Angeles, California on May 24, the 442nd ship constructed, by the ship yard, with Hull No. 792. She was named after American University in Washington, DC, to honor the school's contributions to war training and weapons research during both World War I and World War II.

The *SS American Victory* was assigned to the U.S. Army and sent to West Coast cities to load military cargo. She departed the states for her inaugural trip, which took her to Manila in the Philippines and Shanghai, China to discharge her cargo. In November 1945, she sailed to Calcutta and Port Said, Egypt to load military cargo, returning to New York in January 1946 to discharge the cargo.

On the outbound trip from Odessa to Boston in January 1947, the captain of the Soviet icebreaker Turgenev ordered the SS American Victory Captain, **A. D. Cushman**, to delay his departure by a week because the Black Sea was icebound and the icebreaker needed time to clear the ice. With classic American pluck, Captain Cushman refused the request, advising that he could not afford to wait. He then set sail, using the SS American Victory as an icebreaker, much to the chagrin of the Soviet captain.

The Mariner's Club Officers urge all members to make their RSVPs for events on time. The Club can no longer continue to absorb the extra costs for luncheons and events due to late responses to RSVPs and cancellations. Due to the current costs for events, Members will be charged a fee for no shows if not cancelled prior to the deadline for RSVP. Also failure to RSVP on timer may result in no lunch available for Members. This new policy will take effect in June of 2010



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American Victory in Capetown on her circumnavigation of the world.



SS AMERICAN VICTORY CONTINUED

On December 30, 1952, the SS American Victory was chartered under a government agency agreement to Dichmann, Wright, & Pugh, Inc. This firm is believed to have been a vessel-operating agency, sailing the *SS American Victory* for the government, carrying military cargo, vehicles and equipment during and after the Korean War, which ended on July 27, 1953. In March 1953, the *SS American Victory* was assigned to grim task of re-tuning the bodies of 370 GIs who lost their lives defending freedom in Korea and on January 6, 1954, the *SS American Victory* was de-activated and entered the Sabine River Reserve Fleet near Orange, Texas.

After eight years in the Sabine Reserve Fleet, the *SS American Victory* was "broken out" on July 19, 1966, and chartered to the Hudson Waterways Corporation under a general agency agreement to support American troops in Vietnam. Under control of the Military Sealift Transportation Service Authority, she operated between the U.S., Europe and the Far East carrying military supplies to South Vietnam. She sailed the 250 miles from Orange, Texas to New Orleans under the Hudson Waterways flag, which operated the *SS American Victory* for more than three years, sailing on several occasions to South Vietnam and Southeast Asia carrying ammunition, military equipment and supplies.

From 1969 until 1999, the James River Reserve Fleet was the *SS American Victory's* homeport. She was anchored in "rafts" of up to 8 mothballed ships, lashed together bow to stern. For a period of time, the *SS American Victory* was anchored next to the *SS Wayne Victory*, shown it to the left. Coincidentally, the *SS Wayne Victory* immediately followed the *SS American Victory* down the ways at California Shipbuilding.

The vessel was acquired by the American Victory Museum in 1999 and after four years and four days of restoration involving nearly 80,000 hours of donated volunteer time, the *SS American Victory* set sail on Saturday, September 20, 2003 with 497 passengers and crew for her Shakedown Cruise, sponsored by Maritrans, Inc., the Tampa-based petroleum carrier. This editor was honored to be a crew member on that historic cruise.

The *SS AMERICAN VICTORY* is a living, breathing ship and ship museum. Located behind the new Aquarium in Tampa's new Channel-Side District, it is a must see for all mariners and marine industry folks. The vessel still conducts historic cruises. Information about events and cruises is located on their informative website: www.americanyictory.org