



Monthly Meeting

No Monthly Meeting for July

August's Meeting will be on August 5, 2010

Time: 11:30

Location:
Lauderdale Yacht Club

Menu Choices

Chilled Gazpacho

Choice of:
Oriental Tuna Salad
Chicken Oscar
London Broil

Tropical Sorbet

RSVP by August 2, 2010
online at www.ftlmc.org or
email **Kristene Lundblad**
with your entrée selection
at: KLundblad@lankoil.com

Don't Forget the Getaway Week-end July 23-25 at the Marco Beach Ocean Resort
Call 1800 260-5089 and ask for **Mariners Club Rates and RSVP to CaptainTJ@the-beach.net**
Check Mariner's Club Website for full details!

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

A MOTLEY CREW SETS SAIL FOR MARINER CLUB FOR YEARLY JUNE EVENT

The Mariner's Club celebrated another June fling with a wonderful dinner Cruise aboard the M/V MIDNIGHT SUN. While a solstice occurred early for some, most had wonderful food, dancing, and sightseeing. The weather was beautiful and the seas calm. Kudos for Tom and Kristine for another successful Event!



Nautical Word of the Month: Keelhaul: As a punishment administered in the old days to offenders in Dutch and British navies, to haul men under ship's bottom from side to side usually by ropes leading from each lower yardarm or on smaller vessels, to haul him under ship from stem to stern. Appears to have originated as a practice with the Dutch and is referred to in an ordinance of 1560. They abolished the punishment in 1853. A/k/a Keeldrag, keelhale, keelrake, kielhalen.



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 Bason, rbasom@sealimited.com

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



CONGRESS SERVING UP SIGNIFICANT CHANGES TO MARITIME LAW WITH A POTENTIAL FOR HUGE CHANGES IN THE MARINE INDUSTRY

In what appears to be a knee-jerk reaction or a seized opportunity to the Deepwater Horizon disaster, several Senators and Congressmen are sponsoring sweeping changes to the Jones Act, Death on the High Seas Act, The Limitation of Liability Act and OPA-90 among other laws. The changes could alter the marine insurance risks, underwriting and markets and the marine industry. A brief description of the proposed bills follows:

“Open America’s Water Act” Will repeal a portion of the federal Jones Act. Introduced by Senator McCain, his website criticized the portion of the Jones Act requiring that all goods shipped between the ports of the United States be carried by vessels built in the United States and owned and operated by Americans. McCain states that the provision "hinders free trade and favors labor unions over consumers." McCain's news release also argues that the Jones Act has prevented foreign vessels from assisting with cleanup operations in the Gulf of Mexico.

If repealed, there would be uncertainty as to Jones Act Coverage, and whether Seamen would be covered under a workers compensation scheme or revert to general maritime law remedies. Opening coastwise trade to foreign flagged vessels may be harmful to the U.S. maritime industry and may cause new environmental, safety and security problems along American coasts, since those vessels would not have to follow the rigorous and consistent regulatory framework that applies to American vessels.

Remuneration for Ecological and Societal Tolls Occasioned by Reckless Errors Act (S. 3478) (RESTORE ACT) Introduced by Charles Schumer would completely repeal the Limitation of Liability Act for recreational and commercial vessels.

Survivors Equality Act of 2010 (S. 3463). Senator Patrick Leahy would change the Death on the High Seas act to allow non pecuniary damages and pre-death pain and suffering. This would substantially increase damages available to the decedent and his/her dependents.

Securing Protections for the Injured from Limitations on Liability Act, Rep. John Conyers (D-Mich.) introduced the (H.R. 5503) which addresses DOHSA and several other admiralty remedies.

We encourage the membership to review the proposed law changes to see how they may harm the marine industry and to get involved in the process. It appears they are moving through Congress rapidly without much debate or public hearing opportunity.

Seminar News

The 21st Annual Ft. Lauderdale Mariner’s Club Seminar has been Scheduled for October 26-27 at the Hyatt Pier 66 facilities. This year’s theme is **“DIFFERENT POINTS OF THE COMPASS, Setting your course in Marine Insurance”** The Golf Tournament is scheduled for October 26, 2010 Sponsorship opportunities available for the seminar and golf event.

Please note: In order to be included in this years Fort Lauderdale Mariners Club Program Guide (as a participant, sponsor, speaker or advertiser) all materials must be submitted to American Meetings, Inc. (AMI) no later than Friday, August 27, 2010 at 5:00pm EST.



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**Fort Lauderdale
Mariners Club**



Molasses Disaster 1919



Historic Ship Series Continued

LIGHTSHIP NANTUCKET



Many a mariner has seen and relied on the Lightship Nantucket when approaching the treacherous Nantucket Shoals. Some used her for inadvertent target practice! There have been several Nantucket Hulls, which all have a rich history. The Lightship Nantucket station was the name given to the light-vessel which marked the hazardous Nantucket Shoals in Massachusetts. Several ships have been commissioned and served at the Nantucket Shoals lightship station and have been called Nantucket. It was common for a lightship to be reassigned and then "renamed" and identified by its new station. The Nantucket station was the most significant lightship station for transatlantic voyages in the coastal waters of the United States. Established in 1854, the station marked the limits of the dangerous Nantucket Shoals. She was the last lightship seen by vessels departing the United States, as well as the first beacon seen on approach.

While all the Lightships have storied pasts, Lightship 85 seemed most interesting. It was a wooden lightship, was built in 1907 at Camden, New Jersey for \$99,000.00. Lightship 85 was transferred to the U.S. Navy by Executive Order on April 11, 1917, along with the entire Lighthouse Service. While in the Navy during World War I she continued her former peacetime routine warning shipping away from Nantucket Shoals and also aided in guarding nearby waters against German U-boats. Sailors from the Lightship aided in the rescue of people after the Boston Molasses Disaster, partly because it was docked nearby. (The **Boston Molasses Disaster**, also known as the **Great Molasses Flood** and the **Great Boston Molasses Tragedy**, occurred on January 15, 1919, in the North End neighborhood of Boston, A large molasses storage tank burst, and a wave of molasses rushed through the streets at an estimated 35 mph (56 km/h), killing 21 and injuring 150. (Faster than most molasses.) After peace was restored in 1919, Lightship 85 was returned to the U.S. Commerce Department. Lightship 85 was placed in relief service following replacement by Lightship 106 in 1923. Currently two Nantucket lightships are restored and available for Charter or tours.

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