



Monthly Meeting

November Meeting will be on November 11, 2010

Location:

Bimini Boatyard
1555 SE 17th St. Cswy.
Fort Lauderdale, FL 333
954-525-7400

Menu Choices:

Diane Salad (Toasted almonds, crispy noodles, diced chicken, sesame seeds, tossed in Dianne dressing)

Churrasco Steak
Grilled to perfection!

Roasted Salmon
with Lemon Caper Sauce

RSVP by November 8, 2010
online at www.ftlmc.org or
email **Kristene Lundblad**
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 Chair: Efrain Sora



MARINERS CLUB 21ST SEMINAR A ROUSING SUCCESS!



he Mariner's Club Seminar again surpassed expectations by the attendees. Much credit and thanks for the work of the tireless seminar committee and member volunteers who made it a success with over 515 attendees! Sponsors also made the events memorable including a beautiful golf outing, cocktail parties and breakfast and lunch breaks. Stand by for fun photos as soon as they are in!



Nautical term of the month: **LAGAN:** (Old French "Lagand") Jettisoned Goods or Cargo sunk at sea and marked by a buoy for subsequent recovery or salvage, also called ligan.

Mariner's Club Members can now enjoy a corporate rate at Pier 66/Hyatt. The Seminar Committee has secured a corporate rate and discount at the Pier 66 venue. Mariner's Club member can use code #65051 for this rate.



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!



2011 Officers Elections Completed



Congratulations to the Mariner's Club newly minted Officers elected at the October Meeting and a thanks to all for not partaking in the negative ad campaigns so prevalent in this years election cycle. We look forward to another successful year with this crew at the helm. The new officers are:



Skipper: Tina Cardone



First Mate Christopher Karentz



Purser: Matthew Valcourt



Yeoman: Charles Davant



Bosun: Efrain Sora



Program Director: Hector Ramirez



Activities: Terry Jones



Historian: Arlene Weicher



Seminar Chair: Bryan Emond



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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

And thanks to all who
submit Materials for the
newsletter!



USCG ISSUES SAFETY ADVISORY FOR DISTRACTED OPERATION OF VESSELS

United States Coast Guard Assistant Commandant for Marine Safety,
Security and Stewardship Marine Safety Advisory 01-10 October 29,
2010 Washington, DC

Throughout the United States, and across all transportation modes, safety initiatives are being established to address issues related to Distracted Operations. The Coast Guard recognizes the importance of this issue, understands the potential consequences caused by increased operational risk in marine operations, and is supportive of the goals and objectives of the U.S. Department of Transportation and other distracted driving safety initiatives.

With respect to vessel operations, the bridge team management approach to safe navigation is an essential element of risk management and safe vessel operations. The team approach to safe navigation requires the clear, frequent and accurate exchange of information between all crewmembers relative to the safe operation of the vessel. In other evolutions, such as discharging cargo, loading fuels, etc., full attention is required by all involved in order to prevent casualties or pollution incidents.

Additionally, when mariners are navigating or working alone, the use of cellular or other devices unrelated to the operation at hand could impede the exchange of vital operational information, delay reaction time, or cause attention lapses of those involved which could result in unwanted circumstances having very serious consequences causing injuries and fatalities, material damage, and environmental impact.

NTSB findings in investigations involving other transportation modes have found that the use of cellular telephones and other wireless devices can degrade performance, slow response times, and increase attention lapses of those in safety-sensitive positions. A recent executive order signed by President Obama prohibits text messaging by federal employees, including contractors, when driving government vehicles or their privately owned vehicles on government business. Most states and the District of Columbia (DOC) have recognized the risk and banned texting while driving. Nine states and the DOC have banned the use of handheld cellular telephones while driving. Lastly, the United States Department of Transportation has established a national initiative focusing on Driving Distracted. (More information is available at <http://distraction.gov>.)

The potential risk associated with improper use of cellular telephones and other devices in the marine environment while navigating or performing other vessel functions should be apparent to vessel owners and operators.

C-PORT TO HOLD ITS 24TH ANNUAL CONFERENCE

"Marine Assistance Industry in Transition - Adding Value in a Changing Market"

January 24 - January 26, 2011

Renaissance Long Beach Hotel - Long Beach, CA



The **24th Annual C-PORT Conference** is dedicated to the growth and development of the Marine Assistance Industry. Held in beautiful Long Beach, CA, this Conference will provide something for everyone.

C-PORT (Conference of Professional Operators for Response Towing) was founded in 1985 to meet the needs of the nascent Marine Assistance Industry. C-PORT is committed to representing this industry with all federal, state and local organizations while encouraging its growth and development through education. C-PORT is dedicated to establishing standards for professionalism and good business practices throughout its membership, including promulgating a code of ethics and set of minimum standards for marine assistance vessels and equipment. Our members are dedicated to providing prompt, professional and timely assistance to all boaters and to actively partner and cooperate with local law enforcement and U.S. Coast Guard. They are professionals, dedicated to the growth and development of their respective businesses and committed to furthering the advancement of our waterways and the boating community.

In conjunction with the C-PORT Conference is the **Annual C-PORT Vendor EXPO**. Opening with a Welcome Reception on Monday evening, vendors from throughout the maritime industry will have their products and services on display. Hundreds of attendees will enjoy your personal attention while exploring your products and services. The EXPO continues through Wednesday afternoon when the TowBoatU.S. Conference begins that evening. Exhibitors are encouraged to stay and participate in both events. Please review the **Exhibitor Opportunities** available and choose your level of participation. Your support of the marine assistance industry is appreciated.

Send your selections and payment to:

C-PORT ● 1900 Oceanwalk Lane #133 ● Pompano Beach, FL 33062

or

REGISTER ONLINE TODAY at www.cport.us!

UPDATE! C-PORT HAS SECURED SPECIAL ROOM RATES OF \$159 PER NIGHT AT THE RENAISSANCE LONG BEACH HOTEL. Call central reservations at 800-468-3571 or the hotel directly at 562-437-5900 and mention "C-PORT" to obtain your discount rate. Or, use this link to reserve online **Renaissance Hotel Reservations**. Thank you for your support!

Best Regards on Behalf of the Marine Assistance Industry,
Tina M. Cardone
Executive Director



S.V. BALCLUTHA



Balclutha is a three-masted, steel-hulled, square-rigged ship built to carry a variety of cargo all over the world. launched in 1886 by the Charles Connell and Company shipyard near Glasgow, Scotland, the ship carried goods around Cape Horn (tip of South America) 17 times. It took a crew of about 26 men to handle the ship at sea with her complex rigging and 25 sails. on January 15, 1887, with a twenty-six-man crew, she sailed under British registry from Cardiff, Wales, on her maiden voyage. She was bound for San Francisco. The ship entered the Golden Gate after 140 days at sea, unloaded her cargo of 2,650 tons of coal, and took on sacks of California wheat. Because of the months-long ocean voyage, she made only one round-trip per year while engaged in the Europe-to-San Francisco grain trade. She arrived with a cargo three times, but also brought pottery, cutlery, Scotch whisky (from Glasgow and Liverpool) and "Swansea general" (tinplate, coke and pig iron) to San Francisco. during the mid-1890s the ship called at other ports around the world; in New Zealand, for example, she loaded wool and tallow for London, England.

In 1899 she was transferred to Hawaiian registry, and she joined the bustling Pacific Coast lumber trade. For three years the ship sailed north to Puget Sound, Washington, and then across to Australia. Much of the 1.5 million board feet she could carry ended up underground, used for mining timbers in the Broken Hill Mine at Port Pirie, Australia. was the last vessel to fly the flag of the Hawaiian Kingdom. In 1901 a special act of the United States Congress admitted the ship to American registry so that she could engage in "coastwise" trade (i.e. between American ports). Soon thereafter, the Alaska Packers Association, a San Francisco firm which harvested and canned salmon, chartered her to carry men and supplies north to Alaska.

When she went aground in 1904, the Alaska Packers Association purchased her where she lay for the non-princely sum of \$500. After extensive repairs, they renamed her Star of Alaska During this career, the ship sailed up the West Coast from Alameda, California, carrying supplies and cannery workers. Star of Alaska anchored out in Chignik Bay, Alaska, during April.

In early September, her hold packed with cases of canned salmon, started the 2,400-mile voyage back to San Francisco Bay. She was considered a fast sailer, averaging better than twenty-two days for the trip north and fifteen days when homeward bound. Frank Kissinger purchased in 1933 (for \$5,000) and renamed her . Kissinger took the ship south and, while anchored off Catalina Island, she appeared in the film Mutiny on the Bounty (Clark Gable and Charles Laughton also appeared in supporting roles). For a time thereafter, Kissinger towed her up and down the West Coast, usually exhibiting her as a "pirate ship." slowly deteriorated, and she barely escaped World War II scrap metal drives.

In 1954 the San Francisco Maritime Museum purchased her for \$25,000. Assisted by donations of cash, materials and labor from the local community, the Museum restored the vessel and returned her original name. The ship was transferred to the National Park Service in 1978, and was designated a National Historic Landmark in 1985.