



Monthly Meeting

October Meeting will be on October 7, 2010

Time: 11:30

Cost: \$20 per person, no shows will be billed if they RSVPed

Location:

Embassy Suites
1100 SE 17th St. Cswy.
Ft. Lauderdale, FL 33316

Menu Choices:

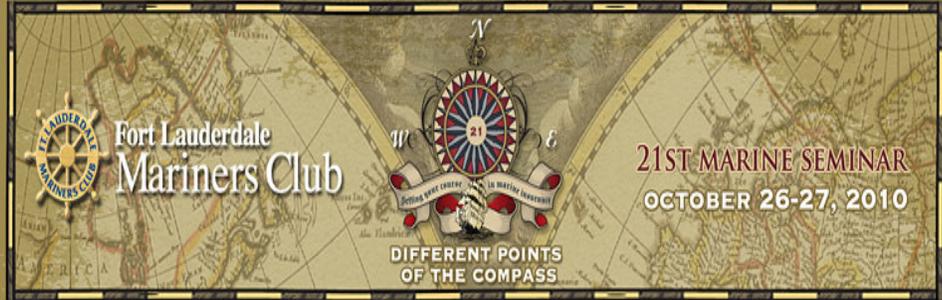
Chicken Parmesan with Fettuccine
Sliced London Broil with Sauce Forestiere
Grilled Salmon with dill sauce

Speaker for the luncheon will be from the USCG to speak about current events

RSVP by October 4, 2010
online at www.ftlmc.org or
email [Kristene Lundblad](mailto:KLundblad@lankoil.com)
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 Chair: Efrain Sora

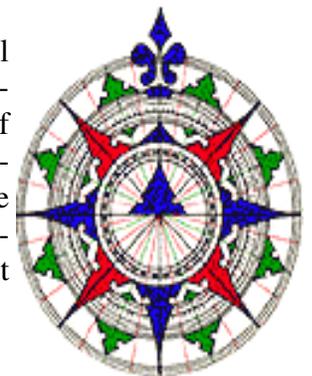


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he Mariner's Club Seminar Committee has everything in place for another successful seminar and golf tournament, October 26-27 at the beautiful Hyatt Regency Pier 66 facility. This year's theme is "Different Points of the Compass, setting your course in marine insurance." The program is varied and will provide a broad array of information as to insurance coverage, limitation of liability, ethics and scientific evidence. Full details on the program and speakers can be found on the Mariner's Club Website at <http://www.ftlmc.org>. The Seminar Committee has worked tirelessly to put together another first class event, so if you have not yet registered, do so now to reserve your spot and goodie bag!

Nautical term of the month: "Boxing the Compass"

Boxing the compass is the action of naming all thirty-two principal points of the compass in clockwise order. Such names, formed by the initials of the cardinal directions and their intermediate ordinal directions, are accepted internationally and are very handy to refer to a heading (or course or azimuth) in a general or colloquial fashion, without having to resort to computing or recalling degrees.



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!



Officers Slate for 2010-2011 selected

The Nominating committee will put forth the following proposed slate of officers for 2010-2011 during the October Meeting. According to the Club's Bylaws, the slate will be presented for vote at the October meeting. If unopposed, it will be finished and no election will be needed in November. If anyone is interested in running for a position they are qualified for under the Club's Bylaws, they are welcome to run and seek nominations from the Floor at the October meeting. If anyone seeks to run from the floor nomination for a position, that position will proceed to an election at the November meeting. For information on running for a position please contact Laura Sherrod who heads the nominating committee at lsherrod@atlassinsurance.com

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



The next time you are navigating the shelves at the Fort Lauderdale Main Library on Andrews Avenue, point your compass to the four volume Oxford Encyclopedia of Maritime History in the reference section, 5th floor. (#623.803 OX)

Members will note the front plate acknowledgement "Donated by Fort Lauderdale Mariners Club." Thanks to Art Campbell for this information and the Club for sponsoring this legacy gift to preserve our maritime history. The publisher states that the encyclopedia of maritime history in scope and depth, rivals the expansiveness of the sea itself. The *Encyclopedia* covers the entire history of seafaring, from ancient Egyptian shipbuilders to Viking sea-raiders, from Nelson and the Napoleonic Wars to the voyages of Cheng Ho, from the European conquerors of the New World to the nuclear submarines and supertankers of today. Placing maritime affairs in their larger historical context, the *Encyclopedia* shows how seafaring has both reflected and influenced the major economic, cultural, military, and political developments in world history. Love in the library!



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**Fort Lauderdale
Mariners Club**

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!



Etymology of insurance terms, Inchmaree to Himalaya, strange names indeed

As part of the Mariners Club mandate to educate, I thought the genesis of some of the industry terms would be useful, if not loaded with nautical bar-room trivia.

A “tonner” was simply a 'policy' setting out the global gross tonnage loss for a year. If that loss was reached or exceeded, the policy paid out. A 'chinaman' applied the same principle but in reverse: thus, if the limit was not reached, the policy paid out. These speculative contracts have since been deemed improper or illegal.

“Himalaya Clause”: The clause takes its name from a decision of the English Court of Appeal in the case of *Adler v Dickson (The Himalaya)* [1954] 2 Lloyd's Rep 267, [1955] 1 QB 158 . The claimant was a passenger on the *S.S. Himalaya* who had been injured when a gangway fell, throwing her onto the quayside below. The passenger ticket contained a non-responsibility clause exempting the carrier, so the claimant sued the master of the ship and the boatswain. The claimant argued that under the normal rules of privity of contract the defendants could not rely on the terms of a contract that they were not party to. However, the Court of Appeal declared that in the carriage of passengers as well as in the carriage of goods the law permitted a carrier to stipulate not only for himself, but also for those whom he engaged to carry out the contract. It was held as well that the stipulation might be express or implied. Ironically, on the facts before the court, it was held that the passenger ticket did not expressly or by implication benefit servants or agents, and thus, the defendants could not take advantage of the exception clause. However, after the decision, specially drafted Himalaya clauses benefiting stevedores and others began to be included in bills of lading and other maritime contracts.

“Barratry”: a loss caused by the serious misconduct of the master or crew, such as intentional scuttling of a vessel without the owner’s knowledge or involvement.

“Inchmaree Clause”: Evolved from a case before the House of Lords styled *Thames & Mersey Marine Insurance Co v. Hamilton Fraser & Co*, involving the vessel *Inchmaree*. Coverage was denied due to the malfunctioning of a valve which was not deemed a peril of the sea. This developed into the *Inchmaree Clause* which generally provides coverage for other events not deemed a peril of the sea, such as latent defects, but no coverage is usually allowed due to the want of due diligence by the insured. Thus, this extension of coverage often includes damage or loss due to latent causes such as breakage of the ship's drive shafts, bursting of its boilers, unseen defects in its hull, machinery, and auxiliary equipment; as well as due to errors in navigation, or negligence of its captain, officers, engineers, or crew.

NOW HEAR THIS ...Save the date for
Mariners Club
holiday party! Again!!!!



The Holiday party will be at the Gallery-One Double Tree Suites on Sunrise Blvd. Dec 10th in the Ballroom and will be followed by a Winterfest party at the same location Dec 11th in the Metropolitan room. Rooms will be available at a discounted price **SAVE THE DATES!!!!!!!!!!!!** More details to follow and check website!



Congratulations to Mariners Club Members Captain Donald and Captain Nathalie Hannon, who are now serving aboard the M/Y INISFAIL, Fair winds and following seas!

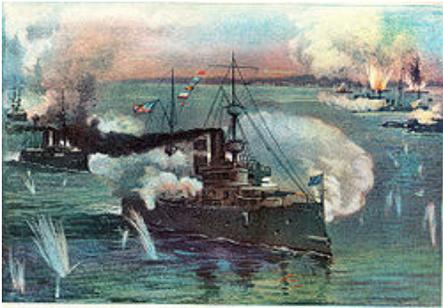


Historic Ship Series Continued:

S.S. OLYMPIA



The Olympia (C-6) is the oldest steel warship afloat in the world. Launched in San Francisco, CA, in 1892, she is similar to many early steel warships built in Philadelphia for the US Navy. On May 1, 1898, Olympia devastated the Spanish fleet at Manila Bay Philippines, beginning the Spanish-American War. Olympia helped catapult the United States into the role of superpower and won fame for her most famous officer, Commodore George Dewey. It was from Olympia's bridge that Dewey delivered his famous order, "**You may fire when you are ready, Gridley.**"



The Olympia is a National Historic Landmark, a National Historic Mechanical Engineering Landmark, is on the National Register of Historic Places, and is part of the Save America's Treasures program. The ship was decommissioned after returning to the United States in 1899, but was returned to active service in 1902. She served until World War I as a training ship for naval cadets and as a floating barracks in Charleston, South Carolina. In 1917 she was mobilized again for war service, patrolling the American coast and escorting transport ships.



Following the end of World War I, *Olympia* participated in the Allied intervention in the Russian Civil War in 1919, and conducted cruises in the Mediterranean and Adriatic Seas to promote peace in the unstable Balkan countries. In 1921, the ship carried the remains of the First World War's Unknown Soldier from France to Washington, DC, where his body was interred in Arlington National Cemetery. *Olympia* was decommissioned for the last time in December 1922 and placed in reserve. In 1957, the US Navy ceded title to the Cruiser *Olympia* Association, which restored the ship to its 1898 configuration. Since then *Olympia* has been a museum ship in Philadelphia Pennsylvania, which now part of the Independence Seaport Museum. The Museum, has been unable to fund essential maintenance for the old ship, estimated to be 10 million plus 10 million for a future endowment, and attempts to secure outside funding have failed. As of 2010, *Olympia's* future is uncertain; the museum may have to sell the ship for scrap or sink her as an artificial reef.