

The Florida Commodores Journal

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Volume VII Issue 2

April, 2017



USS PENSACOLA (CA-24)

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**Pelican Yacht Club to Host Next
General Membership Meeting in Ft. Pierce - April 21 - 22, 2017**

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Upcoming Dates...

Spring Meeting
April 21-22.....Pelican YC

**4-Star Commodore Nomination
Deadline.....**September 30

Summer Meeting
July 21-22..... Sarasota YC

Fall Meeting and COW
Oct. 20 - 21...St. Andrews Bay YC

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Photography for this issue was provided by Barbara Kimmerling of Clearwater Yacht Club. Good job and thanks Barbara! Thanks also to our Proofreader, P/C Mary Slattery of Halifax River Yacht Club.

Scheduled publishing dates for 2017 - 2018:

<u>Publishing Date</u>	<u>Deadline Date</u>
July 1	June 25
October 1	September 25
January 1	December 18
April 1	March 25

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From the Helm

Commodore Sam Foreman



For those that were not at the Lake Beresford Yacht Club for the Winter Meeting you missed a great time.

P/C Stan Mitchell and LBYC Commodore Anita Clark put together a solid program. LBYC's staff took really good care of us and the members made us

feel at home.

We had a presentation by a representative of the Division of Marine Fisheries Management of the Florida Fish and Wildlife Conservation Commission (FWC). The subject was the lionfish invasion of our waters. By now most of us are aware of the damage to the other fish stocks by this pernicious, pervasive and prolific predator with no other natural predators to control them. They have expanded throughout the Gulf of Mexico, Caribbean, and the Atlantic.

Also at this presentation was David Garret, a diver and resident of Volusia County who was the winner of the four and a half month Lionfish Challenge sponsored by FWC. He was able to catch 3,324 lionfish during that period and was crowned the Lionfish King. David discussed his learning curve on spearing this predator and some thoughts on different methods and technology being tried in different states and countries. The good news is the lionfish is delicious. Whoever discovers a commercial process for this fish will not only make a lot of money but, will never run out of product. If you want to learn more about this fish and the planned tournaments for 2017 check out www.myfwc.com/lionfish.

There was also a St. John's River Cruise. My wife, Anna took this cruise and thoroughly enjoyed it. She saw bald eagles, hawks, alligators, manatees, and much more.

The weekend was attended by the usual great FCA Members. We always enjoy seeing each other but, it

would be really grand if we could entice more of you out there to meet with us. Let us know what would motivate you to attend our quarterly meetings.

Our Webmaster P/C John Slattery continues to tweak FCA's club management system with the Executive Committee's input. We spent some time at the Winter Meeting reviewing policies and procedures, some of it due to the new system, some of it as a good review of who should be doing what and when. This club management system has been a constant topic of conversation not only at meetings but also on the ExCom conference calls. We have only scratched surface of the capabilities of this system but, the bottom line is, what would the Membership like to see?

Our Spring Meeting will be at the Pelican Yacht Club April 21 - 22. P/C June Ann DeGraw is putting together a great weekend for us. We hope to see many more of our Members out there.



Ship's Store

by A/M Beverly Plummer

The Ships store has kept busy this Winter with uniform orders and with requests for FCA burgees for use on personal boats. Several chapters have now ordered larger 3' x 5' burgee flags to fly on their club flag poles. If your chapter is interested in getting one please contact me for information.

I am looking forward to the April FCA general membership meeting. I have numerous new items in the FCA boutique to share with you.

Pictured here are some striped nautical themed 3/4 sleeve tops in red or navy for the ladies. On the front is a beaded and sequined anchor for those that love that



extra bling in their wardrobe. These come in Ladies sizes Small through X-Large.

continued on next page



Another item for the ladies are some cotton blend sweaters. These have a slight boat-neck opening in ladies sizes Small through X-Large. The colors available are navy, (sizes Small-Large) grey (X-Large) and red (petite's Medium thru X-Large).

There is a selection of new scarf necklaces that you will want to check out also. Some of these have magnetic closures which are nice to have when you don't want to muss your hair putting them on. I picked out an assortment of colors to choose from, there should be at least one to spruce up your outfits.

Canvas tote bags are still available and now that warmer weather is coming why not get one to haul your things? There are many colors to choose, some with zippered tops or open.



Guys, I have stocked up on Columbia shirts for you as well. These have been popular so there are colors and sizes to meet your needs. The shirts come with a circular FCA emblem embroidered on them, great to wear to the yacht club on casual night.

One last thing, I now have my 2017 WAVE burgees and caps available for clubs hosting a WAVE event this year. Those planning an event should let me know as soon as they can of the number of each item they would like. Let's not end up short this year. Look forward to seeing you all in April!



Webmaster

By P/C John Slattery

I recently ran some reports on our new system to see how many visits we had to the website and how many members had logged in since we went live on

January 1. I was pleased to see that our website had many visits but dismayed at how many members had failed to log in.

Unlike the website we had in years past, our new site makes some information available to members only. With this new system, logged-in members are able to use a Member Directory, which allows you to search for other members using last or first names, locations and Chapter membership. Once you find a member you can click on their file to get contact information and any other information they want to share.

Also available only to members who log in is the FCA Library. The Library contains the complete collection of Commodore Journals, FCA documents and forms, the complete archive of past membership minutes and a collection of tips to help you use our new system.

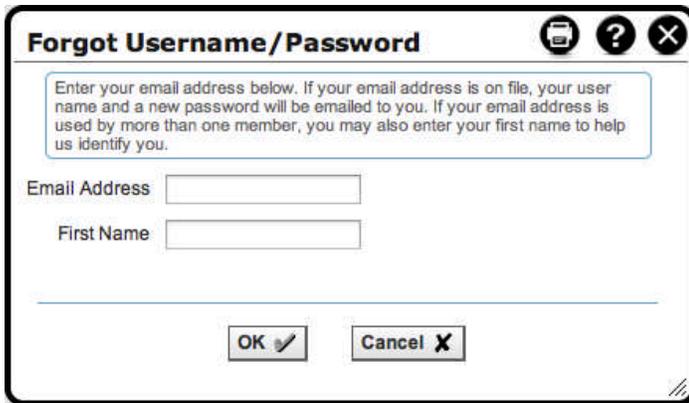
The latest feature we have added is the ability to register for our General Meetings online. No forms to fill out - just a few clicks and you're registered and you will receive a confirming email. How easy is that!

By logging in you also have access to the Ships Store where you can find all the FCA uniform items you need. Our uniform guidelines are also available under the Ships Store tab.

Logging on requires your Username and Password. You received this information when the system first went live or after you joined FCA. However, we all know how easy it is to forget or misplace that information. One of the most user-friendly aspects of our system is the ability to recover your forgotten Username/Password.

Just click on that little box in the upper left of the Home Page that says Member Login. Click on the 'Forgot Username or Password' link and you will be asked for your email address and name. Provide the requested information and click on 'OK.'

If the information you provided matches what's in our system you will receive an email almost immediately with your Username and a temporary Password. This will allow you to log in and the first thing you should do is change your Password.



Once you are logged in you can go to the Library tab, select 'Website Tips' and open the 'Change Password' guideline.

If all else fails you can contact our tireless, long-suffering, highly-knowledgeable and not so modest Webmaster at webmaster@flcommodores.org.

USS PENSACOLA (CA-24)

P/C Sam Foreman

It is hard to believe in today's world of nuclear arms treaties, there was a time that treaties were written to limit the size and number of battleships and battle-cruisers. From the dawn of the HMS Dreadnought in 1906, a ship that revolutionized naval power, these fearsome vessels were sought by every nation for prestige and ambition. The HMS Dreadnought represented such a marked advance in naval technology that her name came to be associated with an entire generation of battleships.

There was such a runaway arms race for these dread-noughts, nations began series of treaties starting with The Washington Naval Treaty in 1922, promoted by the world's major naval powers, to limit the numbers of these vessels. More treaties followed in the 1920s and 1930s.

It was during this time the USS Pensacola (CA-24) was conceived and built. Her keel was laid down by the New York Navy Yard on October 27, 1925, launched April 25, 1929, commissioned February 6, 1930. The Pensacola Class was originally conceived as a light cruiser but, due to her 8 inch guns, by treaty, she was considered a heavy cruiser. The design

was not considered optimal by the U.S. Navy so there was only one other Pensacola Class cruiser built, the Salt Lake City (CA-25).



Brass plaque commemorating launch of USS Pensacola - April 25, 1929.

During the 1930s the USS Pensacola steamed up and down the Pacific, the Atlantic, the Caribbean, and occasionally the Gulf of Mexico where she could visit the city for which she was named. She was based at Pearl Harbor October 12, 1939 and would be fitted with the new RCA Radar in 1940.



USS Pensacola visiting NAS Pensacola in the 1930's

When the Pacific War began on December 7, 1941 with Japan's attack on Pearl Harbor, Pensacola was at sea escorting a convoy that was subsequently diverted to Australia. Following patrols in the vicinity of Samoa, the cruiser screened the carriers Lexington (CV-2) and Yorktown (CV-5) during their operations in the southern Pacific from February into April 1942. In early June 1942, during the Battle of Midway, Pensacola escorted both USS Enterprise

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(CV-6) and USS Yorktown. From August to December 1942, she operated in support of the Guadalcanal campaign, mainly serving with aircraft carriers, and was present during the Battle of the Santa Cruz Islands in late October and the Naval Battle of Guadalcanal in mid-November. At the end of November, Pensacola was badly damaged by a torpedo in the Battle of Tassafaronga, with the loss of over 120 of her crewmen.

Pensacola was under repair until well into 1943, but returned to service in time to participate in the Tarawa invasion in November. It was at this time that Tokyo Rose called Pensacola the Grey Ghost and it stuck as her nickname. In 1944 she took part in the conquest of the Marshall Islands and operated with carrier strike forces during raids in the central Pacific. From May into August, she patrolled in the north Pacific and bombarded Japanese positions in the Kurile Islands. Moving south, Pensacola shelled Wake Island in September and Marcus in early October, then joined the Third Fleet's carrier forces to participate in attacks on Formosa and in the Battle of Leyte Gulf.

During the rest of the year and into 1945, Pensacola regularly conducted bombardments in the Bonin and Volcano Islands. While off Iwo Jima on 17 February 1945, she was hit several times by Japanese coastal guns, but was soon able to resume shelling the island. She provided more gunfire support during the campaign to seize Okinawa in March and April. When the fighting ended in mid-August 1945, she was serving in the North Pacific.

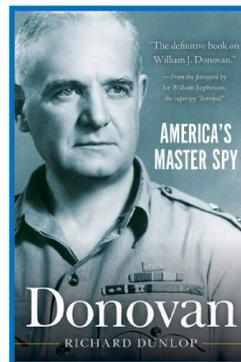


Ships bell—USS Pensacola CA-24

There is so much more to the story of the USS Pensacola (CA-24) and everyone is encouraged to look her up. She was ably manned and led earning 13 battle stars in WWII. In 1946 the now elderly cruiser was assigned to target duty in connection with the atomic bomb tests at Bikini Atoll. The old girl survived two blasts and was finally sunk during target practice a 100 miles off the Washington State coast November 10, 1948.

What was the fate of USS Pensacola's only sister ship USS Salt Lake City (CA-25)? She was also very much involved in the Pacific Campaign of WWII. There were some campaigns where the two vessels were on the same task force and fought very successfully side by side. For a design that was not considered optimal by the U.S. Navy, they more than proved their worth in battle as fearsome dreadnoughts. For two decades the Pensacola Class flew our nation's colors with honor and great success.

Book Review



Donovan: America's Master Spy

Richard Dunlop

(Available in paperback, Kindle and audio format.)

You never know where you're going to end up! This biography of William 'Wild Bill' Donovan begins by describing the life of a young Irish Catholic kid growing up on the 'wrong' side of Buffalo, New York. He occasionally has to give up his bed to the latest illegal Irish immigrant his father has smuggled in from Canada.

His background doesn't keep him down as he, aided by the parish priest who thought for sure he had a new recruit to the priesthood, makes his way to higher education and eventually to Columbia Law School as a classmate of Franklin D. Roosevelt.

He returned to Buffalo to practice law, married 'above' his class and moved to the 'right' side of

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town. He joined the National Guard and helped form a new cavalry troop and was elected their leader by the troops.

Sent to Europe in 1916 by the Rockefeller Foundation to oversee food relief for Belgium, Donovan made many contacts that would prove valuable in his future endeavors. On his return, his unit was sent to Texas to join in the hunt for Pancho Villa. Returning to Buffalo, his troop became part of New York's Fighting 69th.

Sent to France, Donovan and his unit distinguished themselves and he was wounded. This was the start of an strong friendship with the famous chaplain Father Francis Duffy and the loss of his company adjutant, poet Joyce Kilmer.

Following the war, he returned to his law practice in Buffalo but traveled extensively in Europe and Asia. He served as U.S. Attorney for Western New York, and progressed to Assistant Attorney General of the United States. He ran an unsuccessful campaign for Governor of New York.

Prior to WWII, the United States had no spy organization. In 1941, President Roosevelt appointed Donovan Coordinator of Information. Donovan began to build his organization based on Britain's MI6. When the U.S. entered WWII, the COI was renamed the Office of Strategic Services and placed under direction of the Joint Chiefs of Staff.

Donovan, was reactivated in the U.S. Army and made a General. A great story in the book relates how he only wore his uniform when he met with the Joint Chiefs and then only wore one ribbon on his uniform - the Medal of Honor - a distinction none of the others had. No armchair General, he traveled to every theater of the war, often at the front lines.

Following the war, Donovan fought to continue the OSS but was not supported by President Truman and was undermined by J. Edgar Hoover, who saw the OSS as competition to the FBI. However it was Donovan who was instrumental in establishing the Nuremberg trials.

Donovan again resumed his law practice and was

rejected once again by Truman when he established the Central Intelligence Agency in 1947. After Eisenhower became President, he appointed Donovan as Ambassador to Thailand. During his term in that position, he traveled extensively throughout Southeast Asia and is believed to have established an extensive network for the CIA in Vietnam.

Donovan died in 1959. He was one of the most decorated officers to ever serve. After his death, Eisenhower stated, "We have lost the last hero." Although he never served as Director of the CIA, there is a statue of him in the lobby of its headquarters.

Why was he called 'Wild Bill' - you'll have to read the book to find out!



FCA Foundation by P/C Mary Slattery

FCA Foundation Joins *AmazonSmile*

Amazon is the "go-to" retailer of choice for many. However, did you know your Amazon purchases can also benefit the Florida Commodores Association Foundation? Yes!

AmazonSmile is a charitable program offered by Amazon to all their customers. It is a simple and automatic way for you to support the FCA Foundation every time you shop.

Tens of millions of products on *AmazonSmile* are eligible for donations. Products are marked "Eligible for *AmazonSmile* donation" on the product detail pages. Your existing personal Amazon.com account can be used for your *AmazonSmile* purchases as well, so no new account is necessary.



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The Foundation will receive 0.5% of the purchase price of your eligible *AmazonSmile* purchases. What an easy way to support the FCA Foundation on a continuing basis! While the donation amount may seem small, if all FCA members contributed to this program, the dollars and cents will quickly add up. In this simple way Amazon supports their customers and the community.

Sign up now! On your first visit to smile.amazon.com, go to find my charity and type in Florida Commodores, hit search and the list will come up and then you can select the Florida Commodores Association Foundation as your charity. Amazon will remember your selection for your eligible purchases thereafter. Now you are good-to-go for all purchases then and in the future.

Important: you must be on the AmazonSmile site for your donation to be applied. So, it's best to make an AmazonSmile bookmark for easy access. Remember the website address is: smile.amazon.com.

In order to support its important projects, the FCA Foundation needs a continual flow of donations. This is just one of many ways to guarantee the Foundation's growth and prosperity. Make smile.amazon.com your go-to retailing website and support the Foundation every time you log on!

Beware of Alcohol!

NO! Not the kind you drink - the kind the government wants you to put in your engines.

The Renewable Fuel Standard (RFS) is a broken policy that is forcing more ethanol into the nation's gasoline supply. The only way to meet this federal government mandate is to increase the amount of gasoline that must be blended with greater than 10% ethanol. These higher blends, 15%, 20% and even up to 85% ethanol, have been proven to damage boat engines. The RFS is also limiting the supply of ethanol-free gasoline, a fuel that many boat owners prefer to protect their engine.

Currently, there are no marine engines in the U.S. warrantied to run on any gasoline blend greater than 10% ethanol (E10). According to AAA, only about

12 million out of the more than 240 million light-duty vehicles on the roads today are approved to use E15 gasoline, based on a survey conducted by AAA of auto manufacturers. Any damage from the use of higher ethanol fuels (E15 or greater) in cars and trucks will void many manufacturers' warranties.

When the RFS was written in 2005, it assumed that Americans' gasoline use would continue to rise and mandated escalating amounts of biofuels to be blended with our fuel. However, since 2005, gasoline usage has actually dropped steadily. The unintended affect is now the law that forces more ethanol into the nation's gasoline supply, and to maintain adherence with the RFS rules, in 2010 the EPA permitted fuel containing up to 15% ethanol (E15) into the marketplace – a fuel many gasoline engines cannot use.

It is illegal to use E15 in boat engines, snowmobiles, motorcycles, small engines such as lawnmowers and leaf blowers as well as any vehicle made before 2001. However, this fuel can now be found at over 100 gas stations in 16 states at the same pumps as E10 and ethanol-free gasoline.

The potential for misfueling is significant. In the US, nine out of every ten boaters own a trailerable boat that is most often filled up at a roadside gas station. Additionally, these higher blend ethanol fuels are often the cheapest fuels at the pump.

Boat US is circulating a petition against the Renewable Fuel Standard (RFS), which forces ethanol increases that have been proven to damage boat engines. You can access the survey by clicking:

<http://cqrcengage.com/boatus/app/sign-petition?0&engagementId=265713>



Club Project

Exposing youth to “on the water” activities by providing education opportunities to learn good boating practices and the art of sailing is both beneficial and rewarding. Many of our FCA clubs and chapters have wonderful programs for this purpose.



Four years ago, the Platinum Point Yacht Club (PPYC) in Punta Gorda, established a foundation: the Burnt Store – PPYC Charitable Boating Foundation. Now in its third year of educational boating projects, youth from the Boys and Girls Club of Charlotte County (BGCCC) enjoyed a day on the water Sunday, March 9, 2017. This successful event is supported by PPYC members who volunteer their power and sail boats to give local youth, many of whom have never been “on the water”, an opportunity to experience the rich marine life in Charlotte Harbor along with time spent on both power boats and sailboats.



This is the third year the Foundation has partnered with the BGCCC. Over 75 youth have benefited from this event. BGCCC staff and volunteers agree that this is not only fun, but a valuable learning experience for all participants, including the staff!

In addition to the water activity, youth attended an education session, facilitated by Commander Bill Petritz of the U.S. Coast Guard Auxiliary. A water safety guide, developed by the Coast Guard, was provided to each youth.

A second Kids on the Water event will be held in April to benefit Make It Count Sports, another local youth organization. For more information about these activities contact PC Carole Lick at lickc@msu.edu.

Did You Know?

'Dreamt' is the only English word that ends in the letters 'mt'.

The sentence: 'The quick brown fox jumps over the lazy dog uses every letter of the alphabet.

An ostrich's eye is bigger than its brain.

Peanuts are one of the ingredients of dynamite!

Rubber bands last longer when refrigerated.

The average person's left hand does 56% of the typing.

Butterflies taste with their feet.

Maine is the only state whose name is just one syllable.

There are 293 ways to make change for a dollar.

Help Wanted -

Reporters and photographers to provide information about club, chapter and member projects, programs and accomplishments.

Positions provide no pay and no benefits, flexible hours and an opportunity to work with an overbearing, driving and demanding publisher/editor.

Apply to John Slattery at:

commodoresjournal@flcommodores.org



Winter Meeting
Lake Beresford YC
February 3 - 4, 2017





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