



OFFICIAL PUBLICATION OF NEW ORLEANS POWER SQUADRON

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Nearly The End of the Year

by Cdr Tiffany Eyer

My very persuasive executive bridge convinced me to serve for another year. Last year I learned so many new things about this amazing organization and our vibrant boating community. In the next year I would like to bring our superpower to the forefront which is education. We need ALL our members, YES THAT MEANS YOU, to participate. Especially the long-term members. We need your wisdom and experience to grow from!!

This upcoming year we will focus on increasing the number of instructors so we can offer more of our fabulous classes and seminars. We are ready to pack the schedule according to what classes people express interest in!!! Please contact Tiffany Eyer or Greg Mulvany if you are interested in getting instructor certified.

We will continue courses like boating ABC, cruise planning, navigation and advanced navigation while adding seminars like weather for boaters, marlinspike seamanship & knot tying, hurricane preparation, partner in command, how to use a chart and man overboard.

Our general membership meeting was on Thursday Oct 17th. We started the meeting earlier than usual at 6:30pm to take care of business so we could hangout after for the Saints game and Steak Night!!

If you want to dress up and celebrate Halloween we will be collaborating with NOYC's Halloween Party October 30th- Get your crew ready for a spooktacular

last Wednesday Night Race! Music by Fred LeBlanc of Cowboy Mouth. There will be a Halloween costume contest in the following categories, "Best boat/group, best female, best male, and best couple!"

On Nov 14th I would like to invite any member and their guests interested in taking a tour of the 104' mini ship Lady Pontalba located at the end of pier a 8 at South Shore Harbor. We will gather for tapas and cocktails with the owner, Mike Gillen at 7pm following our monthly executive board meeting. Please contact me if you plan to attend so we are sure to have enough refreshments.

LANOPS will host our Thanksgiving feast November 21st at 6pm in the east room of NOYC so please join us for some social holiday cheer at this gathering.

Our Change of the Watch ceremony will be Wednesday December 11th this year so save the date!!

Warm regards,
Tiffany Eyer, Cdr
New Orleans Power
Squadron

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TOPSIDE TALK

Nov/Dec 2024 (nbr 2024-5)

MASTHEAD

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DISTRICT 15

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You are Invited to Attend the New Orleans Power Squadron Annual Meeting & Change of Watch Wednesday, 11 December 2024

Ridgeway of Old Metairie

2431 Metairie Rd

Metairie, LA 70001

1830-2230 (6:30-10:30pm)

\$50.00 per person

Reservations with check
due Monday, 2 December 2024 to:

Debbie Brazeal 504-458-6557

54 Marie Drive Gretna, La. 70053

Advise Dinner Choice

Fresh Fish Almondine or
Creole Glazed Pork Loin or
Blackened Chicken

1830-2200 Cash Bar

1815-1845 Exec Mtg - 1900-2000 Annual Mtg

2000-2100 Dinner - 2100-2230 Installation of Officers

Cocktail Attire or Uniform A

Reservations for Change of Watch are due very soon.
Make sure you get your check and dinner choice to Debbie
Brazeal by Monday, 2 December.

See page 3 for the Nominations for both NOPS and
LANOPS officers for 2025.

2025 Nominating Committee Report

Bridge Officers

Commander	Tiffany Eyer
Executive Officer	Open
Educational Officer	Gregory M. Mulvany, SN
Administrative Officer	Kevin Eyer, AP
Secretary	Lisa L. Beyer
Treasurer	Mike Turner, AP
Asst. Secretary	Kimberly A. Terrell, P
Asst. SEO	Michael R. Finn
Asst. Administrative Officer	Jasmine Fournier, P

Executive Committee

- 1) Peter Ingrassia, Jr
- 2) Rosamund D. Dietrich
- 3) Open

Auditing Committee

Daniel Ross, S Chair
Barry Hayes, AP

Rules Committee

- 1 year Kevin Eyer, AP, Chair
2 years Mike Turner, AP
3 years Cheryl Jarrell, AP

Committee on Nominations

- 1) Mike Turner, AP, Chair
- 2) Barry Hayes, AP
- 3) Open

Public Boating Chair: Mike Turner, AP

Respectfully Submitted:
P/C Daniel Ross, S
P/C Mike Turner, AP

LANOPS Officer Nominations

President Carolyn "Sissy" Chapman
Vice President & Treasurer Marlene Cooke
Secretary Carolyn "Sissy" Chapman

Bos'n Bill says...

**ANDREA DORIA/STOCKHOLM
A Radar Assisted Collision**

Originally printed in the August 2002 issue of Topside Talk

A thick fog blanketed the shipping lanes near the Nantucket, Massachusetts light ship which marks the entry to and from New York harbor on the night of July 25, 1956. The 697 foot Italian passenger liner, the Andrea Doria, captained by Piero Calamai, a veteran of 39 years at sea and hundreds of Atlantic crossings was nearing the end of her nine day cruise from Genoa, Italy, with 1706 people aboard including the crew.

The 575 foot Swedish passenger liner, Stockholm, was outbound on its way to Scandinavia. Twenty-six year old third officer Carstens Johannsen on the bridge of the Stockholm was nearing the end of his 2000-2400 watch. (Captain Harry Gunnar Nordenson was not on the bridge as it was standard policy on the Swedish line as on most liners, for only one officer and two seamen to stand each bridge watch.)

Johannsen had plotted his 2300 RDF fix and then moved to the radar scope to see if there were any radar contacts. Johannsen detected a "pip" just to the right of his heading flasher and plotted the contact as 12 miles away from the unseen ship. There would be plenty enough time to turn right to make a safe port to port passing. (It is believed Johannsen made an innocent error, thinking he was on the 12 mile radar range setting when in fact the Stockholm was less than 4 miles from the Andrea Doria.)



Andrea Doria at Sea

combined speed of 40 knots and closing a mile each 90 seconds. Captain Calamai was rigid in his plans to pass starboard to starboard at almost full speed with only one mile separating his ship from another ship he could not see in the fog.

Johannsen on the Stockholm couldn't understand why the lights of the other vessel were not visible. Using his binoculars he checked and hoped to see a red port side light moving away to his left. Instead, to his horror, he saw the starboard green light of the Andrea Doria, and the massive luxury liner was crossing in front of him, making a left turn across his bow.

With engines in full astern the Stockholm's bow sliced in the Andrea Doria hull plates just aft her bridge, ripping open seven of her eleven decks, the hole reaching almost to her keel. The beautiful Italian liner immediately began to take on water, listing so badly it was impossible to launch half or its lifeboats. Her captain delayed giving the abandon ship order. He was thinking of the welfare of the passengers, knowing many would freeze to death in the cold sea.

The Andrea Doria's SOS was heard by several ships to her aid. The Cape Ann picked up 129 in two lifeboats; the Navy vessel Pvt William H. Thomas rescued 157; the Robert E. Hopkins 1; the Edward H. Allen 77; the Stockholm 542; and the French luxury liner Ile de France, diverting her course for Europe, sped for two hours to the scene and rescued 753 people. The total number of passengers and crew saved was 2401, the greatest sea rescue in peacetime. Fifty-one people were lost.

Time Table of Events

- 10:40PM Andrea Doria first detects Stockholm on radar - range 17 miles
- 10:48PM Stockholm picks up Andrea Doria on radar - range 12 miles

Captain Calamai on the Andrea Doria planned to pass the Stockholm, spotted on his radar on the starboard side. Standard procedure for a port to port was more of a custom than a regulation. At 11:05PM Calamai ordered a course change to port.

On the bridge of the Stockholm the situation appeared quite different to Officer Johannsen. The oncoming vessel on his radar screen appeared to be off to port on a parallel course, and he planned for a port to port passing. He made a course correction to starboard to increase the margin of safety, operating in the strictest observance of the Rules of the Road, but was actually crossing the bow of the Andrea Doria.

Both ships were approaching each other with a

ANDREA DORIA/STOCKHOLM cont'd

- 10:50PM Stockholm changes course to 091 degrees
- 11:05PM Andrea Doria changes course to 264 degrees
- 11:07PM Stockholm maneuvers 20 degrees to the right
- 11:08PM Andrea Doria makes hard left turn in attempt to avoid Stockholm
- 11:09PM Stockholm makes hard right turn in attempt to avoid Andrea Doria
- 11:10PM Stockholm's reinforced bow plows into the starboard side of the Andrea Doria
- 11:20PM Andrea Doria sends SOS
- 10:09AM Andrea Doria, laying over on her starboard side, slips under the waves

Despite the fatal collision, the Andrea Doria remained afloat on her side for 10 hours before finally going under. Sea captains there said they have never seen a ship listing that badly stay afloat that long. The



Andrea Doria shortly before sinking, the morning after the collision

Stockholm made it back to the East Coast and after a year undergoing repairs at a cost of \$1 million, returned to sea. After changing owners several times, she sails today for an Italian cruise line, having been renamed the Italia Primo.

Carstens Johansen refused to accept the theory he misused his radar. "That's ridiculous," he said. "That's impossible. You have 20, 12 and 3 mile ranges and it was changing all the time since I saw the Andrea Doria." To this day he is sure of what he saw...the Andrea Doria making an illegal left turn across his bow.

A Board of Inquiry questioned Captain Calamai about his speed in a thick fog, found him negligent in failing to plot the Stockholm's position and failing to bring in the Andrea Doria's log books. Without documentation, a shadow was cast over the Italian's case. After three months of arguing and denials, the Board never officially determined who made the fatal error.

Forty years later the U.S. Merchant Marine Academy in New York, analyzed the testimony of both captains,

and in a computer simulator constructed the events leading up to the collision. The simulator is used to train American navigators in disaster situations, reliving the moments leading up to the disaster from Carstens Johansen's perspective. The collision presents the students a text book example of how a collision can occur even with radar.

Johansen later rose to the rank of Captain and retired with a clean record. Captain Calamai never went to sea again. He died in 1972.

The Swedish-American Line and the Italian line paid \$6 million to the passengers in an out-of-court settlement, saving them more than \$1 million.



26 July 1956: After colliding with Andrea Doria, Stockholm, with severely damaged bow,

In the aftermath of the collision that never should have occurred, much stricter rules about sea lanes approaching and leaving the United States were implemented. Training of all bridge crews on radar navigation is enforced and lines of communication are improved by using bridge to bridge, captain to captain radio contact.

Today the Andrea Doria rests at 225 feet below the surface at Lat 40 29' 30"N; Lo 69 50' 36"W, and the shallow depth has attracted many sightseeing divers. Warning: Several people have lost their lives diving there, becoming entangled in snagged fishing nets and rigging.

<http://www.pbs.org/lostliners/andrea.html>
https://en.wikipedia.org/wiki/SS_Andrea_Doria

For newer members, P/C Bill Harvey, AP was commander of New Orleans Power Squadron in 1991. He was a longtime member of NOPS, retired member of the US Navy, an avid golfer, and an avid boater and fisherman.

Several times a year, he wrote articles for Topside Talk. His articles covered a multitude of topics; weather, fishing, safety, boating trips, equipment, naval vessels, Louisiana Fishery laws.

I have 9 years worth of his articles. Many are dated, but others are still appropriate. I'll try to reprint one now and again.

Educational Department News

SEO Chester Cooke, SN-CN

Mike Turner doesn't currently have an **America's Boating Course** scheduled. If you know a group of interested people, contact Mike.

turnermb@cox.net or 504.458.1443

www.neworleansboatingclub.org

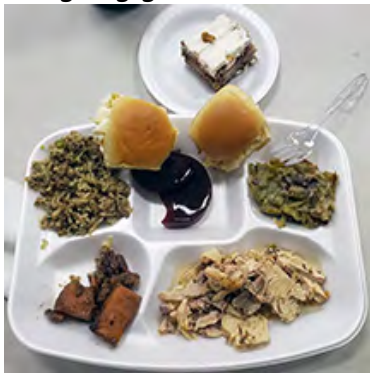
P/C Greg Mulvany was teaching a **comprehensive course on cruising** that covered both domestic and international travel topics. It should be finishing up about now. Greg has been nominated as SEO for 2025. His email is gmmlaf@gmail.com

And thanks to Chester Cooke, SN-CN, for his many years of service to NOPS as Educational Officer.

LANOPS 2024 Thanksgiving Feast will be at 6pm, Nov 21 at NOYC before General Membership Meeting



Thanks to LANOPS for providing the Thanksgiving goodies in 2023.



Marine Navigation Course



Marine Navigation teaches you how to chart and follow a course on the water. It is a full course offered by the United States Power Squadrons, America's Boating Club. This online, self-study course consists of a comprehensive student guide, six fully narrated online modules, a practice cruise with answers, and an optional online exam. The practice cruise gives the student practical, hands-on experience in charting. The narrated modules present like classroom PowerPoint presentations but give the student total control of the pace and sequence of the slides.

The course covers the following:

- Planning
- Electronic Navigation using OpenCPN
- Paper Chart Navigation
- Navigating Coastal Waterways
- Navigating Inland Waterways

The online test covers material contained in the Student Guide, the online modules and the practice cruise. This course is the replacement for the Piloting course. Members of America's Boating Club who take this online course and pass the online exam will get credit for Marine Navigation the same as if they had taken the course in a classroom setting. Many boat insurance companies offer savings for America's Boating Club courses.

Typically, Marine Navigation is taken after Boat Handling and before Advanced Marine Navigation, although the sequence of course completion is left to the individual student.

Boat Operator Certification

This course is required for the Boat Operator Certification level of Coastal Navigator (CN) if you have not taken Piloting.

Flotsam and Jetsam

We Need Your Help!

2025 Annual Meeting will be in Orlando at the Rosen Plaza, 9700 International Drive, Orlando FL 32819. Group Room Rate is \$189 - Feb 2 to Feb 9, 2025.

Staying at the hotel and eating at group dinners at the hotel helps us be able to have meetings at a decent hotel. Because of all the meeting space we require, your eating at group meals and staying there SAVES USPS MONEY. We appreciate your support in order to keep the expenses down and the communication high!

1-800-627-8258 and reference the Group Code: GRPUSPowersquadron25.

Marine VHF radios to display four-digit numbers - To improve effectiveness in the use of the VHF maritime band, new Marine VHF radios will display four-digit channel numbers. This change reflects harmonized US and ITU channel standards and differs from the current two-digit assignments US recreational boaters are used to. For full article, go to <https://boatingcompass.org/>

Throwable flotation devices

In addition to life jackets, throwable flotation devices—also known as throwable life preservers or throwable PFDs—are crucial safety equipment for vessels. Specifically, vessels 16 feet or longer need a U.S. Coast Guard-approved throwable flotation device onboard.

Throwable devices are intended to be thrown and grasped, not worn. They include ring buoys, horseshoe buoys and throwable cushions. Throwable PFDs are important in several ways:

Accident prevention: In case someone falls overboard or has trouble swimming, a throwable flotation device can be quickly thrown to them to help them stay afloat and prevent drowning.

Easy use and quick access: Throwable devices are compact, lightweight, and easy to use. They should be placed in an easily accessible location so they can be launched immediately in an emergency, which can save lives in situations where every second counts.

Regulatory compliance: Depending on the vessel, carrying a throwable flotation device on board is a federal requirement. This is part of the safety regulations of the U.S. Coast Guard or local

authorities, so it is essential to avoid fines and ensure the safety of all occupants.

Versatility in rescues: A throwable device can be useful to rescue others and can be thrown to people who are at a certain distance from the boat.

Knowing how to use a throwable PFD correctly involves understanding the throwing technique (so that it reaches the person without wasting energy or hitting them in the face), knowing where to place it in the boat and how to react quickly in emergencies. You should practice throwing a throwable device beforehand.

—Anselmo Miranda Mártir



Those who would give up essential liberty to purchase a little temporary safety deserve neither liberty nor safety.

Benjamin Franklin (1706 - 1790), US author, diplomat, inventor, physicist, politician, & printer.
from "Historical Review of Pennsylvania", 1759

Currently, No One Has
Made a Reservation!
Make that call or Fish Fry
will need to be cancelled.

**Fish Fry
at the trailer
Saturday, 9 November**

\$20 per person
Open at 1200 (noon)
Food Served at 1300 (1pm)
Fried Fish, Pasta Salad, Dessert



Reservations by Friday, 1 Nov
Contact Cheryl
cdjarrell@cox.net or 504-430-9743

Bring your own chairs and drinks.

MEMBERSHIP MEETING

21 Nov - 16 Jan 2025
1800 Social, Meeting - NOYC

November

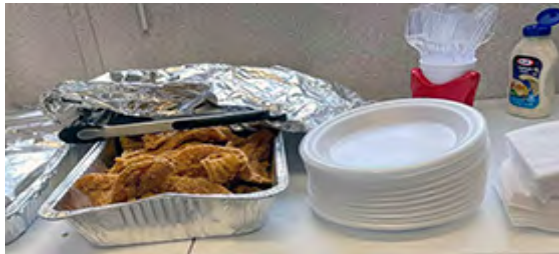
- 3 Daylight *Savings Ends*
- 9 Fish Fry
- 14 Exec Meeting. Tour of the 104' mini ship
Lady Pontalba located at the end of pier a 8
at South Shore Harbor
- 21 General Membership Meeting
- 28 *Thanksgiving*

December

- 11 Annual Meeting/Elections
- Change of Watch
- 25 *Christmas*

January 2025

- 1 *New Year's Day*
- 9 Exec Meeting
- 16 General Membership Meeting



**2023 Fish Fry
Food Pics**



LANOPS is Hosting a Raffle

Contact Marlene Cooke at 504 874-1808
or Sissy Chapman at 504 452-1097 for tickets.



\$5.00 each or 3 for \$10.00.

Drawing will be on
Wednesday,
11 December 2024.

Prize is \$150.00 Gift Card at Ruth's
Chris Steakhouse and \$25.00 Gift Card
to Cafe Du Monde.

