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## Lots of Things Going On

by Cdr Tiffany Eyer

Whew!! Let's put this hot summer behind us and do the no hurricane dance that will send all the hurricanes away. *(Guess that didn't work!)*

The weather seminars that New Orleans Power Squadron co-hosted with Corinthians at New Orleans Yacht club were a huge success!! Special thanks to our new member Hooper Harris.

Starting on Sept 10th our very own past commander Greg Mulvany will be offering an 8 week comprehensive course on cruising that covers both domestic and international travel topics. There are still available spots so reach out to Greg at 504-377-8357 if you would like to attend. *(Did Hurricane Francine stop this?)*

On Sept 12th I would like to invite any member 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. *(Hurricane Francine did stop this!)*

There are lots of racing opportunities right now including but not limited to Wednesday nights. Lpwsa is looking for crew for a few races as well so let me know if you are interested.

At the general membership meeting on Thur Sept 26 - our speakers will be members Evan and Meredith giving a talk on owning and renovation of m/v Queen B a 45' 1929 Biloxi Lugger, built by Covacevich.

On Saturday, September 28th Ryan Finn is offering to do a dingy repair workshop from 9am-1pm. He plans to show how to pressure test and repair a rigid dingy

hull and is willing to do inflated style as well. We need at least 4-5 people to commit to confirm this education opportunity. Text Tiffany at 504-388-5143 to get on the list.

If you or a member of your crew are interested in our ABC boating course please contact Mike Turner (504) 458-1443 to express your interest and find out when the next date this will be offered.

We are proud to say we have had over a dozen new members join in the last 12 months so please continue to spread the word about this enriching organization.

We are looking for interested members to serve in various positions on the board and to organize an upcoming Halloween event collaborated with NOYC. Please contact Tiffany if you would like to get more active.

We are so fortunate to have such a vibrant and rich boating community.

Remember to perform random acts of kindness, pay it forward and spend quality time boating with those we love!!

Warm regards,  
Tiffany Eyer, Cdr  
New Orleans Power  
Squadron

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# TOPSIDE TALK

Sep/Oct 2024 (nbr 2024-4)

## MASTHEAD

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## Pictures from the June NOPS Meeting

Tide was up and roads covered but 16 members managed to make it to the June General Membership Meeting.



Above, High Water - the parking spots are flooded;

Left, New member Paul Normand being sworn in;

Below, Greg, Chester, Barry, Tiffany, Mike, Kevin;  
Bottom, The Pledge.



# U.S. Coast Guard August Message

## Paul Barnard U.S. Coast Guard Heartland Safe Boating

Hi there boating friends. It's Paul with the Coast Guard bringing you our social media message of the month. This month I'll help keep you from getting a ticket and help ensure the safety of you and yours.

Life Jackets have to be U.S. Coast Guard approved to count toward the carriage and wear requirements in the United States. Our Coast Guard law enforcement officers and our partner law enforcement officers with state agencies are reporting that they are seeing non-Coast Guard approved devices with greater frequency. I'd like to take a minute to show you how to avoid buying a life jacket that doesn't meet the requirements.

First, it may be worth addressing why a company wouldn't get their devices Coast Guard Approved. The standard that has to be met is stringent and it takes time and money. Companies may want to avoid the time and expense or may not build a device that meets the high standard. In either case, I am sure you understand why that should be of concern.

When you go to a physical store in the USA, you'll be able to read the label on the life jacket. You'll want to make sure that it says U. S. Coast Guard Approval followed by a number. Image 1 shows an example. It's generally safe buying from a physical store in the USA, but if it doesn't have a U.S. Coast Guard Approval Number on it, it is not Coast Guard approved.

The trouble most often starts when people look to buy life jackets from the international online shopping giants. Many of those merchants won't show the label in their ads. They may use language that is deceptive.

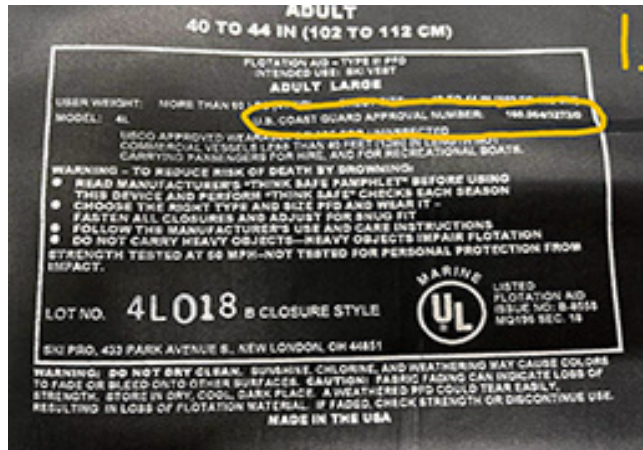
Some point to "CE" "ISO" and other certifications on the label (See Image 3)

and in the description. One online product description reads "CE Certified and SOLAS approved 3M reflectors."

Some are spoofing the icons that are used on the new style of life jacket labels. Take a look at the circled icon in Image 2. As a government employee, am I allowed to use WT...? Seriously, what does that icon even mean? Check out the image of the standardized icons that Boating Magazine provided.

Boaters may have on board and may wear non-approved devices, but they don't count toward the legal requirements. I'll give you some examples. If a boater is required to have two life jackets on board they must have two Coast Guard approved devices on board. Any non-approved devices must be in addition to the required amount. When life jackets are required to be worn, those devices must be Coast Guard approved. If a boater is going to wear a non-approved device it can't be in circumstance where the boater is required by law to wear a life jacket.

Let us know if you have any questions. We are always happy to help.



## Middendorf's Restaurant 13th Annual Rendezvous Pictures

The rendezvous at Middendorf's was held on Saturday June 1st. As usual, we met up and ate at the outside pavilion by the piers.

All District 15 members and their guests were invited. And members from Baton Rouge, Lake Pontchartrain and New Orleans showed up.

Thanks to P/D/C Bill and Carol Arcediano for making the arrangements and hosting.



Left,  
Carol  
and Bill;  
below,  
Sissy and  
Darlene



Above, Dan  
and Judy;  
right,  
Melanie  
and Lenny



Left,  
Lila,  
Ern,  
Lisa;  
right,  
thin  
catfish  
and  
oyster  
plate



## More Pictures from Middendorf's

Sorry, I don't know the name of everyone in these photos. The ones I do know, JC, Marlene, Chester, Chris from Lake Pontchartrain, Cheri and Greg, Brenda and Barry, a couple more of Carol and Bill, even me, Cheryl!



# Pictures from the LANOPS Bunco



Winners: Natasha with plant, Chester 2nd place \$10, Dan bottle of wine most losses, Mike 1st place \$20, Carole with plant and Joyce sock winner with \$27.



Barry, Debbie, Dan, Chris, and looks like Sissy in the background.



Bill, Jeannette, Marlene



Nice crowd, and I see Brenda!

If one morning I walked on top of the water across the Potomac River, the headline that afternoon would read **"President Can't Swim".**



Lyndon B. Johnson (1908 - 1973)  
36th president of US

*(Seems an appropriate quote for this season of politics! And it made me laugh out loud.)*

# What to Know About Distress Signals

Changing sea conditions and unforeseen accidents such as collisions, persons overboard, fires, equipment malfunctions, and capsizing can present grave and imminent danger to boaters. Being prepared and ensuring everyone on board knows how to use distress signals can summon the assistance you need to mitigate damage and prevent loss of life in an emergency.

## Have required equipment on board

Preparation includes having the required equipment on board. The minimum sound and visual distress signal requirements are included in your vessel safety checklist. For vessels operating on U.S. coastal waters, the Great Lakes, and territorial seas as well as waters connecting directly up to a point where the waterway is less than 2 nautical miles wide, federal law requires them to be equipped with U.S. Coast Guard-approved visual distress signals. Vessels owned in the U.S. and operating on the high seas must also be equipped with USCG-approved visual distress signals. Many state laws include visual distress signal requirements.

The 1972 Convention on the International Regulations for Preventing Collisions at Sea Rule 37, Annex IV, on distress signals provides for the following signals to be used either together or separately:



**Note:** The image denoting a rocket parachute flare also includes hand-held flares. The use or exhibition of any of these signals except for the purpose of indicating distress and need of assistance, and the use of other

signals that may be confused with any of these signals, is prohibited.

## How to use distress signals

Preparation also includes knowing what to do in an emergency. Before setting sail, the boat operator must brief every person on board about emergencies, their individual actions for each of the emergencies under discussion, and the location of the appropriate distress signal as well as how to use them. The second step is being ready for emergencies. The operator should have each person on board don a USCG-approved life jacket designed for the intended voyage, properly sized and fitted, and all fasteners working. Wear it.

NASBLA-approved safe boating courses such as America's Boating Course cover how to use required safety equipment. America's Boating Channel videos also provide instruction. Specifically, watch Visual Distress Signals and Electronic Visual Distress Signals. –Richard L. Carson



## Prepare for any crisis

Learn how to handle any emergency while underway by taking our Emergencies Onboard seminar.

<https://uspsonline.enrolmart.com/courses/emergencies-onboard>

## Subscribe to America's Boating Compass

America's Boating Compass, your go-to boating resource, has monthly articles, videos, practical tips and advice to help you have more fun on the water and boat with confidence. Subscribe now and become a better boater today! <https://boatingcompass.org/subscribe/>

Most issues of TOPSIDE TALK include an article or two from a recent COMPASS. If you are interested in reading everything, you can subscribe, receive an email around the 15th of each month with a link to the web version. (Of course I will continue to include in TOPSIDE.)

# Boat Fuel and Weight Capacity

From COMPASS, August 2024 [www.boatingcompass.org](http://www.boatingcompass.org)

Fuel is heavy, and the weight of boat fuel can affect your boat's carrying capacity and handling. One U.S. gallon of regular gasoline weighs 6.1 pounds. This means, when you add 40 gallons of gas to your boat, you are adding 244 pounds to your boat's weight. With a full complement of passengers, this added weight could put your boat over its legal vessel capacity rating. It could even alter your boat's handling characteristics.

When you place anything in your boat, you should always know how much weight you are adding. If you know the size of your boat's gas tank and about how full it is, you can multiply the approximate number of gallons by 6 to calculate fuel weight in pounds. This fuel weight should be factored in when calculating your boat's total weight.

Fuel Weight				
Water	Regular gasoline	Mid-Grade gasoline	Premium gasoline	Diesel
8.4 lbs per gallon	6.1 lbs per gallon	6.2 lbs per gallon	6.3 lbs per gallon	7 to 7.7 lbs per gallon

### Fuel safety

Driving with a full tank of fuel can significantly change your boat's handling depending on the location of the fuel tank relative to the boat's center of balance. The farther the tank is mounted from a boat's center of balance, the more a full tank affects boat handling. It's important to remember that an overweight boat always increases your stopping distance.

A popular fuel-related question is whether you should completely fill your boat gas tank. My answer is no. When the air temperature increases, the gas in a fuel tank expands. This can cause fuel to flow out of air vents or allow dangerous gas vapors to escape. A boat's filler hose is not designed to hold gas. As you fill your tank, listen to the sound of the flow and stop when the sound increases in pitch. This should leave your tank a little more than 90% full.

Boat bilges are prone to collecting small amounts of water and traces of gasoline. Because gasoline is lighter

than water, it floats on top and sits there evaporating into fumes. Any electrical wiring short or even a starter motor can create a spark that sets off an explosion. This is the reason behind the recommendation to run your bilge blower for at least four minutes before starting the motor. Regular maintenance should include checking your bilge blower, fuel tank vent and filler tube. Outboard-powered boats are the exception to this rule because outboard motors are mounted in open air outside the boat.

### What about ethanol?

What about gas that has ethanol in it? Since ethanol is an alcohol, it can dry out rubber engine components and damage your boat. Why do oil companies add it in the first place? The answer is simple. They want to increase profits by lowering costs. By adding ethanol, oil companies can raise fuel octane levels with less refining effort. Unfortunately, ethanol absorbs 10 times the amount of water that gasoline absorbs. Over time, fuel with absorbed water reduces the octane level of the gasoline. What's worse, as greater amounts of water become absorbed, a process called phase separation occurs, leaving two liquid layers in your gas tank.

A safe policy is to avoid ethanol fuel in your boat. Most marinas sell ethanol-free gasoline, which is one of the reasons marina gas costs more. For boaters who fill their tanks at road gas stations, remember to buy premium octane because high-octane gasoline is most often ethanol-free.

### The one-third rule

An obvious point about fuel is to always ensure that you have enough fuel for the trip you are planning. While there are plenty of gas stations on land, it's often hard to find one on the water, especially when you need it. The accepted America's Boating Club fuel rule is "1/3, 1/3, 1/3": one third of the quantity you have in your tank should be sufficient to get you to your destination, one third will get you back home and a final third remains in reserve for any emergencies or delays.

–Capt. Bill Jennings



# Pictures from the Lobster Fest



Maybe not a great picture, but Chester doing what he usually does...pictures! Plus Dan, Judy, Lila, Marlene.

Special thanks to Chester Cooke for bringing over the tables, cracking the claws and generally organizing the guys to box the dinners and get them distributed.

I know Dan Ross was head of the garbage detail, but I hope he had lots of help.

Thanks to Eddie Brazeal for handling the 50/50 to help us break even on the lobsters.

Nibbles and desserts provided were delicious, too.

Finally, thanks to my sister, Marilynn, for melting an awful lot of butter for dipping! All in all, a fun day. Thanks everyone for coming over.



Above, Eddie and Debbie;  
Below, Dan, Bill and Eddie - Chester's helpers!



Above, Carol, Bill, JC;  
Below, Judy, Sissy, Chad and Ernie



## 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](mailto:turnermb@cox.net) or 504.458.1443

[www.neworleansboatingclub.org](http://www.neworleansboatingclub.org)

On Sept 10th, P/C Greg Mulvany was going to start an 8 week **comprehensive course on cruising** that covers both domestic and international travel topics. (*Did Hurricane Francine stop this?*) There were still available spots so reach out to Greg at 504-377-8357 or email [gmmlaf@gmail.com](mailto:gmmlaf@gmail.com) if you would like to attend.

If you have any questions, or an interest in taking or teaching classes, please contact SEO Chester Cooke, SN-CN, at [cgcooke3@yahoo.com](mailto:cgcooke3@yahoo.com)

## More Pics from the Lobster Fest



Above left, Dan, Cheryl, Judy, Marilyn;  
Below left, lots of butter to melt;  
Below, the Deis Family



## Weather Seminars Info from Hooper Harris

Hi, all!

We had great turnouts for both the **Weather for Sailors Seminar** and the **Sources of Weather Information Seminar** on the 22nd and 27th of August at the New Orleans Yacht Club!

I really appreciate the support and cooperation with New Orleans Power Squadron, NOYC, and especially Tiffany Eyer, Ondene Nereia Herreshoff and Adele Dauphin for their help with logistics. I look forward to more Corinthian-NOPS cooperative efforts in the future!

As promised, here are the web resources I mentioned in the second seminar.

Enjoy!

- NWS Marine Services  
<https://www.weather.gov/marine/>
- NWS Aviation Weather Center  
<https://www.aviationweather.gov/>
- NWS Surface Analysis Chart  
<https://www.wpc.ncep.noaa.gov/sfc/usfntscfwbgif>
- BoatUS  
<https://www.boatus.com/>
- WindHub  
<https://windhub.com/>
- Sail Flow  
<https://www.sailflow.com/>
- LuckGrib  
<https://luckgrib.com/>
- BBC Shipping Forecast  
<https://www.bbc.co.uk/programmes/b006qfzv>
- Windy and Predict Wind, see your app store

## Flotsam and Jetsam

### What Are You Waiting For? Pittsburgh Is Calling!

2024 Fall Governing Board Meeting September 22 - September 29, 2024. The hotel is Sheraton at Station Square. Right on the water and in a beautiful picturesque spot! Group Room Rate is \$189 and it is available 9/19 - 10/2/2024.

[https://www.usps.org/php/reservations\\_new/meetings.php?mtg\\_id=49](https://www.usps.org/php/reservations_new/meetings.php?mtg_id=49)

### New Beneficial Owner Information Report Filing

The Financial Crimes Enforcement Network, commonly called FinCEN, is an agency of the U.S. Department of Treasury that implements rules to improve transparency and prevent financial crimes. Under the Corporate Transparency Act, FinCEN published the Reporting Rule, which went into effect on Jan. 1, 2024. The Reporting Rule requires businesses to comply with Beneficial Owner Information reporting requirements. Recently, some squadrons have received email ads from companies offering to fill out this form for you for a fee. Please ignore the ads.

After discussion with our National Law officer and our accounting firm, it has been determined that neither United States Power squadrons nor its districts or squadrons are required to file this report as nonprofit 501(c)(3) organizations are exempt from having to file. If, however, your squadron or district has lost its nonprofit status as a result of not having filed your 990 IRS form for three years, you may be subject to having to file this BOI form in addition to potentially owing taxes. There are stiff penalties for not filing the required BOI form by the date requested. Please also make sure you have filed your squadron or district 990 IRS form and keep your nonprofit status in good standing. Additionally, please file the TR-1 form available on the Treasurer's website with USPS Headquarters by July 15, 2024, to let us know you have completed your 990 filing. –Shirley Heald [nattreas@hq.usps.org](mailto:nattreas@hq.usps.org)

**Attention Vessel Safety Examiners: Mandatory Workshop Update** All vessel examiners were required to complete the 2024 Vessel Safety Check Workshop no later than June 30, 2024. **If it was not done by that date they will have been de-activated until they complete it.** Links to obtain the content are located at

<https://www.usps.org/departments/12000/12900/12900-vessel-safety-check>

use the Vessel Safety Check Updates on the left. The content is available in PDF and PowerPoint formats. (The PDF will open in your browser, but the PowerPoint version will be downloaded to your computer.) America's Boating Club Vessel Examiners need to complete Appendix A, which is included. Time needed to complete the workshop should be less than 30 minutes. Once you have done it, navigate to "Click here after

completion of workshop" (ABC members only). –Jeff McKinney [vsc@usps.org](mailto:vsc@usps.org)

### Cooperative Advertising: Get Money for Local Ads

Squadrons — the new Cooperative Advertising program has begun! Your Board of Directors has authorized qualifying squadrons to apply for reimbursement of up to 50% of their advertising expenditures up to \$300 per squadron. Get the details on <https://www.usps.org/departments/12000/12400>

Tammy Brown [brownt@hq.usps.org](mailto:brownt@hq.usps.org)

### Environmental Alert: Think Twice About Waters You're Swimming In

– As chair of the Environmental Committee for ABC | USPS, I try to make members aware of our larger community outside of our own responsibilities as boaters. I have borrowed from an article published by an organization called Captain Experiences, a booking agent for fishing and hunting trips throughout the world. The references were pulled from the U.S. Environmental Protection Agency in May 2024 as noted. It is of interest that in 1972 the "Clean Water Act" made it unlawful to discharge pollutants into most U.S. waters without a permit. One of the biggest hurdles faced today is "nonpoint" source pollution—contaminants that originate from many diffuse sources and collect in American waters—which is difficult to trace and is thinly regulated by the CWA. One of the "nonpoint" sources of pollution, "agriculture runoff," highlights the need for continued efforts to ensure clean water for all. According to Captain Experiences' analysis of U.S. Centers of Disease Control and Prevention data, on average there are 35,000 waterborne illness cases a year caused by recreational water use in the U.S. "Pathogens" from sewage spills, animal waste, fecal incidents, water runoff after heavy rain, and naturally occurring organisms can all contribute to water pollution, leading to health risk for swimmers ranging from gastrointestinal discomfort and skin rashes to more emergent health problems like respiratory complications and even death. "...the EPA relies heavily on state environmental agencies to regulate themselves, but without proper oversight and inadequate funding, some states are forced to make tough decisions as only prioritizing perennial waterways or dedicating disproportionate amount of resources on their most polluted water bodies." All good reasons for ABC | USPS members to take an active involvement in our local and state interests when it comes to protecting our precious water resources. We cannot assume someone else will do it. As good stewards of our water resources, it is our responsibility to be informed and take the initiative to get involved. –John DiPrima [captjrdiprim@hotmail.com](mailto:captjrdiprim@hotmail.com)

**NOPS September Membership Meeting  
Thursday, September 26**

Please join us at New Orleans Yacht Club in the east room this Thursday, Sept 26, 2024. 6 pm will start our social where you can enjoy steak night offered by NOYC. We will begin the meeting at 7pm and first up will be Evan and Meredith speaking about the history, renovation and cruising adventures on their boat the Queen B a 45' 1929 Biloxi Lugger built by Covacevich. We will also discuss upcoming cruising and racing opportunities on the lake.

Hope you can make it!!!!



**MEMBERSHIP MEETING**

**26 Sep - 17 Oct - 21 Nov**

1800 Social, Meeting - NOYC

**September**

- 26 General Membership Meeting
- 22-30 USPS Fall GB-Pittsburgh

**October**

- 10 Exec Meeting
- 12-13 *Wooden Boat Festival - Madisonville*
- 17 General Membership Meeting
- ?? Moonshine and Moonbeams
- 31 *Halloween*

**November**

- 3 Daylight Savings Ends
- 9 Fish Fry
- 14 Exec Meeting
- 21 General Membership Meeting
- 28 *Thanksgiving*

**December**

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

**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 Thursday, 31 Oct**  
Contact Cheryl  
[cdjarrell@cox.net](mailto:cdjarrell@cox.net) or 504-430-9743

**Bring your own chairs and drinks.**

**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.

