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## Councilperson Elect to Be April Speaker

by Cdr Randolph J. Clement, SN

For the April general membership meeting we are expecting a special guest. Susan Guidry is an attorney who decided to enter politics and won her first race. She is now the councilperson elect for District A which encompasses West End and parts of Lake View and Uptown (*and even a bit of Mid City*). While not currently a boater, she has fond memories of days out on her father's sailboat.

I met with Susan on Friday March 19 at her campaign headquarters on Canal Street. A very pleasant lady, she listened intently as I introduced her to the U.S Power Squadrons and especially the New Orleans Squadron. We talked a while about boating which she said she would like to get back into. After a brief history lesson and an explanation of our role in boating education I got to the point. We need \$850,000 to replace our building.

The City of New Orleans has available millions of unspent dollars it received through the Community Development Block Grant (CDBG) program to repair or replace facilities destroyed by Hurricane Katrina. We, as a 501(c)3 non-profit educational organization, are eligible to receive a portion of those funds for construction and

program operations. The city could pass-through a grant to NOPS to replace our lost building. Using \$200,000 to match the \$850,000 in CDBG funding would give us \$1,050,000 to rebuild over the water, construct a new dock and perhaps provide additional classroom space. Of course, the city could give us nothing, or some amount less than the \$850,000. Susan readily agreed to help us.

I invited Susan to join us at our April meeting as our guest speaker. I think though, she will be more of a listener than a speaker. She wants to revitalize West End, but has not yet developed a vision for this unique corner of the city. She recognizes that she has a lot to learn and the learning curve will be steep. She is also acutely aware that any vision of the West End of the future must be a shared vision, a vision that all of West End's users own a part of. Instead of giving us a presentation about what she might like to see at West End, I think she will be asking us questions about what we would like to see.

When talking about our educational program, I did mention that we had been talking about doing a sailing course similar to what SYC has for kids. She seemed to really like that idea. On Sunday I called Wallace Paletou and asked that he develop the curriculum. He has a lot of other things going on but agreed to give me an answer in a week or two. The boats and supplies for the program could be funded through grants. This kind of activity could bring in new, younger members.

[As I am writing this I receive a telephone call from Anthony Faciane, Deputy Director of the N.O. Office of Community Development. I had written to him and two others concerning a possible grant. He had received my

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# TOPSIDE TALK

April/May 2010 Issue (number 2010-3)

## MASTHEAD

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### Speaker cont'd from page 1

letter and was going to meet with his boss later in the morning to discuss our request. He wanted to know if and when I'd be available to meet with them. If we are offered a grant, they want to be comfortable that we have the ability to spend the money in a reasonable period of time.]

I like to think that we are getting close to rebuilding. I'm committed to breaking ground in 2010. (Maybe I should be committed.) Rebuilding what is the question. Will it be something as large if not larger than what we lost or a scaled down version designed to fit a tight pocketbook? I think we will soon find out. Perhaps Susan Guidry has the answer.

## Public Boating and Public Relations

Charley Heintz

We started our second Boating course on 16 March with a small turnout. We were hoping that The Boat Show would have brought in more students as there seemed to be a lot of interest in

the course; maybe it was scheduled too soon after the show. We thank our members who worked the booth during the show.

The City Park Fishing Rodeo was on Saturday 27 March and we were there with stuff about Safe Boating and classes.

A few years ago, Nolan Haro, who was then Public Boating Coordinator, was contacted by CDM, a Texas company, that wanted its employees to take a safe boating course. The

company which was involved in the petroleum industry, sent about ten of their employees to New Orleans from southwest Louisiana. On two separate occasions at our Quarterboat facility, we taught the Boat Smart course, which was the 8 hour course at that time. We also conducted a course in Port Sulphur for Schlumberger workers. We have recently conducted courses for Kiewit, Inc, a company working for the Corps of Engineers on levee projects in our area. The first course was September 2009, and the last two were within the last month. While a lot of emphasis during the public course is placed on wearing a PFD, these students are required by their company and the Corps to wear theirs at all times. A couple of years ago, Charlie Chapman and Keith Dellsperger conducted ABC classes for groups of teenagers and family members who wanted boater's licenses to operate jet skis. We have also been contacted by scout groups who expressed an interest in having a course taught at their facilities.

The squadron is bound to the "Public Boating" courses to teach boating safety. If any member has a group that wishes to have a course taught at their facility, they should contact me and we'll do our best to accommodate them.



Working the Boat Show

## DRAGGIN' THE HOOK

*The following information was sent by former NOPS Educational Officer Jim Kuemmel, AP for use in the squadron newsletter. Jim said that he had been meaning to write this story for 2 years, but now that he is retired, he seems to have more time!*

Experience is still the best teacher, as long as it is SOMEONE ELSE'S experience.

Before Sue and I bought our boat, we chartered a small trawler out of Ft. Lauderdale for 4 days to see whether we could adjust to living on a boat. The owner/captain was aboard with us, with the intention of providing "hands on" instruction to new boaters. He had a set schedule, and anchored or docked at the same places along the ICW each week with a new crew. His routine the first night aboard was to eat dinner at the dock before leaving for a short trip to anchor in a small cove just off the ICW. He stuck to his schedule, despite a strengthening wind 25G35.

After dropping the hook for the evening, the captain retired to his bunk to watch TV for a couple hours. As every good captain should, he got up to check the anchor and found we had been dragging in the soft mud. He started the engine to move back upwind and dropped the anchor again, after which we all retired for the evening. Along about midnight, the captain rang the alarm when he saw that we were about 100 feet from hitting the breakwall in front of a multi-million dollar mansion. With the wind still howling, he quickly fired up the engine, raised the hook, and this time went to a nearby public dock to tie up the remainder of the night.

So what did we learn about dragging the anchor? The following morning we inspected the plow anchor to find it completely fouled with soft mud. The first time the anchor failed to set, it probably became fouled as we dragged along the mud. When the captain tried to re-set it, he couldn't see the fouled anchor because it was dark, and he didn't know enough to look for it. He never had a chance to get it to set the second time.

What do we know about using a plow anchor for soft mud bottoms? Review your USPS Seamanship book, or get your hands on the excellent USPS Seminar about anchoring. Even if you don't attend the Anchoring seminar, as a USPS member you can individually order the student book and fold-out guide for this course. Another excellent reference is the blue *Boater's Pocket Reference* by Thomas McEwen.

And what can we learn about properly sizing the ground tackle for your boat? Our charter boat was a 42' trawler with enclosed flybridge (high windage), with an approximately 30-35# plow anchor. The *Boater's Pocket Reference* says that a lunch hook is designed for a 15-knot wind, a working anchor system for 30 knots, and a

storm anchor system for 42 knots (note that the required holding power of ground tackle increases with the square of the wind velocity). This book shows you the math and tables to determine the right size of anchor system for the various conditions. I submit that the ground tackle for our trawler was woefully inadequate for the conditions that night. The captain was first lulled into complacency by his normal weekly routine, and then had undersized ground tackle for weather conditions he would normally encounter.

What about YOU? Is your boat properly equipped?

Jim Kuemmel, AP

### Types of Anchors and Conditions of Use



**CQR/Plow**    **Danforth**    **Grapnel**    **Hall**

Knowing what type of anchor to use for specific bottom conditions can be confusing and can mean the difference between a safe and secure anchor, or disaster. What you should be buying is holding power, sheer weight is no index of that. Be sure to check design and construction integrity.

**CQR:** The performance of the CQR anchor is now legendary. The original drop-forged construction of it increases its strength and reliability. The hinged shank delivers consistent setting and holding power even in the very worst conditions.

**DANFORTH:** These anchors have two long flukes that pivot and bury the anchor under tension. They hold best in firm sand, gravel or mud. Not for rocky or grassy bottoms.

**GRAPNEL:** Designed to hang up or snag on brush and outcroppings on the bottom. They do not work well on mud, sand or gravel bottoms. Not recommended for general use.

**HALL:** Work well in grassy or rocky bottoms. Not commonly used on recreational boats, they depend on their great weight and size to hold a boat.

After choosing the correct anchor, be sure to use the proper scope with appropriate size chain as leader.

*This material was taken from a Santa Clara Power Squadron (D/25) public relations information flyer.*

## Memorial Day at Moonraker Lake

P/C Charles Chapman, SN

Mark your calendars, the first of the Moonraker rendezvous will be hosted by Keith and Kelly Dellsperger on 28-30 May. This three day event is a must attend whether you boat or come by car.

We begin on Friday with the arrival of the boating attendees, shortly after docking there is usually adult beverages and talk of the trip. Later in the evening, usually around 6:30 we have a wine tasting - bring your own and be prepared to discuss the wine and share a taste. We also do a bring your own, burn your own - you bring your own meat and cook it on Keith's grill; Kelly will make a salad and potatoes.

Saturday morning it is time to visit and have coffee. At lunch it is cheeseburgers by Cheryl and Robbie along with a beer tasting; bring a few beers to share and let's have some fun with strange beers. If you can, bring a dessert to share. The music usually stops around 2 or 3am on Sunday morning, but as long as you have a beverage, you are welcome to stay on the dock.

Sunday morning Sissy and I do breakfast on the dock - usually eggs, bacon, grits and biscuits. If you are on a boat, brew coffee to share with those who are not.

Now comes the hard part All of the hosts need to know who is coming and for which events. See the adjacent color-coded ad and make the appropriate reservations to the right people. If you are coming by boat, make sure you reserve dock space.



### Trying to Reason with Hurricane Season\*

Rendezvous at Moonraker Lake - Slidell, LA

Friday, Saturday, Sunday  
28-29-30 May

If you need dock space or a potato for Friday night

Email Keith Dellsperger at [deltacoast@hotmail.com](mailto:deltacoast@hotmail.com)



Cheese Burgers in Paradise\*  
Big Burgers, and Potato Salad  
\$15 per person

If you are attending Saturday for Burgers  
Tell Robbie at 504-488-3853 or [rcjarrell@cox.net](mailto:rcjarrell@cox.net)

Sunday Morning Breakfast  
\$5.00 per person

Tell Charlie Chapman 504-495-5060  
or [sonights@bellsouth.net](mailto:sonights@bellsouth.net)



\* With apologies to Jimmy Buffett



Red if by Land,  
Blue if by Sea

1469 Royal Palms



Pictures from  
the Crawfish  
Boil



## Education Department News

SEO Greg Deis, SN  
ASEO Tim Heirsch, AP

There's an old saying, that "There are always three sides to a story—his side, your side and the truth." Chester Cooke chronicled the delivery of my "new" boat *High Noon* from Pensacola to New Orleans. Now let me make it clear, Chester's story is the truth, but Chester, being the gentlemen that he is, was careful to avoid reporting on a couple of things that might have been a wee bit embarrassing to his skipper- me. Looking back, I am not embarrassed, but rather I see the opportunity to share our experiences that others might learn.

Several weeks before, Don Ellis and I had delivered the boat from Niceville, where I had taken possession of the boat, to the Pensacola boat yard. We demonstrated that the boat was sound, and the engine reliable. When I purchased *High Noon*, she was rigged pretty much like she was back in 1968. She was well maintained; all her old winches and gadgets worked, but like computers, new (and easier) ways of doing things have been developed since she was first built some 42 years ago. I had contracted Rick Zern, a local rigger, to add lazy jacks, bring the main halyard and the first reef point lines back to the cock pit, add a roller furler, and to replace the lifelines. If these terms don't mean anything to you perhaps you should consider taking our next SAIL class later on this year— but let me translate: I had the boat's rigging modified so the sails could be controlled from the cockpit. I thought that would be an important safety feature for this boat.

Although I had confidence in my new craft, she hadn't yet had the opportunity to prove herself to me. I decided to be conservative planning this cruise, using skills I learned

in CRUISE PLANNING, PILOTING and NAVIGATION. I decided I had three safety guidelines to follow while building a "Cruise Plan":

1. Minimize travel at night
2. Cross Mobile Bay in full daylight
3. No anchoring out

The former owner, whom I had learned to trust, had assured me that the boat carried more than sufficient fuel to get us to New Orleans from Pensacola. I doodled some numbers and decided that he was probably right—the boat has a fuel bladder and not a tank, so it's tough to know just how much fuel you really have. I decided that any uncertainty in fuel capacity would not be a problem, if we sailed the boat after we cleared Biloxi's harbor. In WEATHER class, I had learned how to read a weather chart and we were predicted to have winds out of the east, which should push us nicely to the Rigolets.

The plan then became rather simple:

1. Cruise "inside", in the intercostals waterway
2. Get to LuLu's the first night
3. Leave LuLu's before first light on the second day to get to the entrance of Mobile Bay at first light, and into Biloxi just before sundown.
4. Leave Biloxi early, and motor-sail when possible, which should put us into the South Shore Harbor at sundown.

All went pretty much according to plan until we tried to get into Biloxi Harbor- we were following the red triangle day markers when we ran "soft" aground. It took us some time to work our way free, all the time scratching our heads and looking at the three day markers immediately on our starboard. Only later did we figure out that there were TWO returning channels. We had crossed into the returning channel from the west, which put us on the OUTSIDE of the marked channel. If we had studied the charts in advance, like we had learned in ADVANCED PILOTING, we might have gotten to the Beau Rivage and a hot shower, perhaps an hour earlier.

The second day, we had been under sail for about an hour when it was apparent that we couldn't carry a due west course without repeated jibbing. This was slowing our progress and the crew was cold, so we dropped our main sail and proceeded under power. No problem except that we ran out of fuel 100 yards from the entrance to the South Shore Harbor Channel. So

**Education cont'd on page 7**



*The man who smiles  
when things go wrong  
has thought of  
someone to blame it  
on.*

**Robert Bloch** (1917 – 1994) was a prolific American writer of crime, horror and science fiction, most notably, *Psycho*

## Education cont'd from page 6

close and yet so far! We had a light breeze, but no experience with *High Noon* sailing in tight quarters. As we learned in SEAMANSHIP, we dropped the anchor. I swallowed my pride and called Sea Tow. My crew made the best of the situation—they broke out the remnants of a “medicinal” half gallon bottle of Dominican Rum the former owner had left on board and proceeded to mix it with their diet coke. Sea Tow showed up about an hour later and guided us that last leg of the cruise into the safety of *High Noon's* new slip.

One of our past SEAMANSHIP instructors asked me about the 1/3-1/3-1/3 fuel rule? I tried to crawlfish and save face by trying to explain the rule didn't apply because, well I wasn't planning on going back. I was patiently reminded, like a student right out of PUBLIC BOATING, that it didn't matter—that one should arrive at your *destination* with the last third of fuel. A lawyer might have argued in my defense that my “emergency” was my inability to keep the boat under sail. But I know the truth - I should have carried some fuel on board—just to be sure.

It was a great trip, which I'd make again with my crew, should the opportunity arise in the future. My crew; Chester Cooke, Don Ellis and Phil Fairchild; had no injuries, we got home on time and we didn't break anything. Some of us leaned new skills. We all refreshed our old skills. We all kept our sense of humor and good perspective when things didn't quite go according to plan. And that's my story and I'm sticking to it!

A Public Boating class is underway, Tuesdays at the Lake Pontchartrain Basin Foundation Building at 8001 Lakeshore Drive, of course!

Future Classes will be held:

Saturday 5 June – 26 June 2010

Tuesday 14 Sept – 5 October 2010

Weather course is underway - Wednesdays at 1830 (6:30 PM) at the trailer.

We will be announcing seminars for “Trailing” and “Partners in Command” in the near future. We'll keep you posted as to times and locations.

We are looking for an instructor to teach Seamanship. If you are interested, please give me a call.

As always, we are ready to help you advance your boating knowledge. Call us! Greg Deis, 985-764-1817, [deisfamily@cox.net](mailto:deisfamily@cox.net) or Tim Heirsch at 504-388-9029, [tgheirsch@hotmail.com](mailto:tgheirsch@hotmail.com)

## Get your Vessel Safety Check Now

It is that time of the year again. Winter is over and all boaters are thinking of their days on the water. It is time to have your vessel safety checked by one of our certified Vessel Inspectors.



If you are not sure who to call for the inspection, call Charlie Chapman 504-495-5060 and he will assure that an inspector near you will contact you.

Remember that if we find safety issues, we only make suggestions to solve the problem, whereas, Law Enforcement officers on the water can and will issue citations for vessel safety issues.

The best part is that the inspection is free and upon passing the inspection the VSC sticker which is valid for a calendar year is applied.

## SMALL BOAT BAYOU CRUISE Saturday, 8 May 1000 (10am)

Make plans now to join NOPS on their annual Small Boat Louisiana Bayou Cruise to Lafitte, LA, departing 1000 (10am) from Bayou Segnette State Park's great boat launching ramps, Westwego, LA, 8 May.

You'll get to see a part of our state that can best be seen by boat - marshland, swamp and bayous, cypress trees, exotic birds, swamp animals, plants, ancient Indian burial mounds, fishing camps, shrimp fleet and offshore oil industry equipment and fleet. Everything is located in protected calm waters.



Finish first leg of the cruise with a noon meal at Boutte's Cajun Restaurant on the 2nd deck overlooking Bayou Barataria.

Non boaters welcome to come by car via LA Hwy 45 and meet us at Boutte's. A great, fun day...ask anyone who has participated before.

Call either Bill Harvey, 504-392-3444, or Pete Lang, 504-467-5387, by 5 May for restaurant reservations...we need a head count.

Ya'll come now!

## LANOPS Bonco

New Orleans Yacht Club - Sunday, May 16, 2010

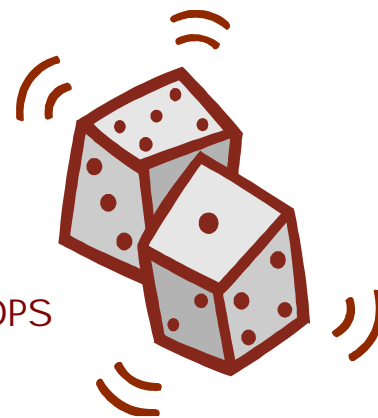
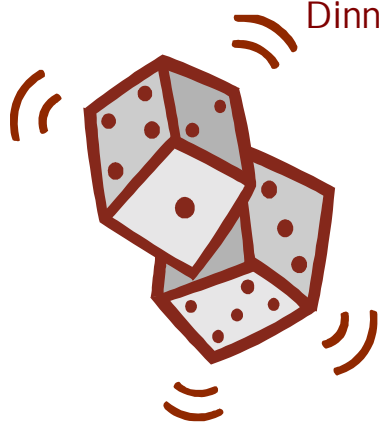
Dinner 5 - 6pm, Food provided by LANOPS members

Bonco 6 -8pm, Cash Prizes

Cash Bar

**\$18 per person for dinner and games**

Make reservations and send check to  
Maggie Lang at 504-467-5387  
4248 Bordeaux Dr Kenner, LA 70065-1740



### Have you seen our new sign?

If you haven't, check it out when you go to our upcoming membership meeting. Clint Mouser and his work crew put it up in March.

Believe me when I say, it isn't going anywhere, no matter how hard the winds blow!





### 1950 LANOPS Gavel

This gavel was kept at the squadron and disappeared during Katrina. The woman who found it cleaned it up and kept it, but didn't know where to return it.

She talked to Pete Lang when he was working the booth at the recent Boat Show. She asked if he knew whose it was; he did and now the gavel has made its way back to LANOPS.



## MEMBERSHIP MEETING

**15 April**

**20 May**

**17 June**

1800 Social, 1900 Meeting

New Orleans Yacht Club

Uniform G

### April

15 General Meeting - Fishing Rodeo Begins

16-18 Cat Island ???

### May

8 Bayou Segnette Cruise

13 Executive Board Meeting

- 1800 at the trailer

16 LANOPS' Bonco

20 General Membership Meeting

22-28 Safe Boating Week

28-30 Moonraker Lake - Cheeseburgers in Paradise

### June

10 Executive Board Meeting

- 1800 at the trailer

17 General Membership Meeting

25-26 4th of July Celebration at Moonraker