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**OFFICIAL PUBLICATION OF NEW ORLEANS POWER SQUADRON**

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**NUMBER 2**

## **A Happy Ending!**

*by Cdr Gregory Deis, SN-CN*

Being the captain of your own boat is a lot of fun but also bears a lot of responsibility. Those of us in the Power Squadron take our responsibility quite seriously. We make sure there's enough proper lifejackets or PFD's (personal floatation devices) for everyone on board. We think through and know how to recover someone who has fallen overboard. We make sure that our crew and guests have enough knowledge to keep them safe. We watch over them to make sure that they have a good time and get back to the dock safe and sound. Are you like me in that when I go on someone else's boat or take a charter, I tend to assume the host skipper will be as attentive as I am? It almost seems impolite to question the skipper in charge about safety equipment and safety procedures.

April 13th, the SEACOR POWER lift boat went down in a passing squall line. There were nineteen people on board of whom, thirteen professional mariners were lost. Fortunately, there were no additional losses that day in the pleasure craft or charter boat communities.

As it so happened, I was on a tuna charter with some friends and my brother-in-law. We knew from the weather reports that a nasty line of storms was approaching, and by the time lapse of the radar, we expected it to cross over us about mid-afternoon.

Our charter boat was one of those 38 foot fast boats with 4 - 250 HP outboards that top out at about 50 mph. It is the kind of boat that you have to walk through at the boat shows but know you could never afford it, nor even to afford the fuel. We decided we should be able to get out, fish, and get back before the storm impacted us.

We got on the boat a little after 0600 and left the dock as soon as the coolers were on board. True to form,

we trusted the skipper to look out for us, even though there wasn't a safety briefing. We knew there had to be PFDs (Personal Flotation Devices) on board but we didn't know where.

We caught fish pretty much continuously. Just before noon, we saw the squall line coming in with lightning in the distance. I wondered to myself if we should head for the dock, but the fish were biting and the skipper was confident, so we kept fishing. After all, we paid a lot of money to be on that boat. So we stayed and fished a little longer. After lunch, we limited out. I don't remember who caught the last fish, but by this time the storm was noticeably closer.

We reeled in the remaining lines and hunkered down on bean-bag lounge chairs in the back of the boat. The skipper headed for the dock with a calm sense of urgency. No doubt we would get wet riding in an open boat through rough seas. We were not disappointed.

We were the first boat of the charter fleet back. Our boat crew had just finished cleaning our catch as the storm hit. We had totally trusted the skipper to get us home, and thankfully, he did.

As other fishing boats came in, we heard stories

**Happy** cont'd on page 2

### **What's Inside**

*Middendorf Pics - 3*

*BUNCO - 4*

*Cheeseburgers Pics - 4,5*

*Education - 6*

*June Meeting Pics - 6*

*Calendar - 7*

*Marine Fire Extinguisher-8,9*

*Crab Boil - 9*

*Flotsam & Jetsam - 10*

*Lobster Fest - 11*

*Activities - 11*



# TOPSIDE TALK

June/July 2021 (nbr 2021-2)

## MASTHEAD

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## Happy from page 1

from other fishermen who, in retrospect, had kept fishing a little too long. Some had believed that they were going to be lost. In light of the loss of the SEACOR POWER, their comments were not exaggerated sea stories. Fortunately for the sport fishermen, no charter boats were lost or damaged that day on account of the storm.

A couple of weeks later, my brother-in-law and I were reflecting on our great fishing trip. When we discussed the loss of the SEACOR POWER, it was apparent that our situation had been more serious than we had known. Neither of us said it, but we both thought it: we could have been in big trouble out there--it could have been us. We wondered about the safety practices of the boat we had been on. Obviously, there were some simple things that would have made our successful trip a safer trip. My brother-in-law chided me a little about being in the Power Squadron, and being "Mr. Boating Safety". It all worked out for us but what if it hadn't? None of us were wearing life jackets or knew where they were located on the boat. I was embarrassed and had no answer. My brother-in-law was right. We didn't have ready access to lifejackets and we stayed out too long for comfort.

According to Coast Guard statistics, 86% of drowning victims are not wearing their life jackets. In April, the cold water in the Gulf would have further reduced our chances if we would have somehow ended up in the water. Looking back, because of the real possibility of severe weather, we should at least have had our lifejackets readily available.

Why didn't we have ready access to our life jackets? We left our safety up to the skipper. I suspect that a commercial skipper doesn't want to "alarm" his customers. The Skipper's call to put on life jackets could be seen as an alarm of immediate danger rather than a precaution. No reason to unnecessarily alarm everyone. Besides, no doubt, he's done this many times before. We should have asked for a safety briefing before we left the dock. In an emergency, the crew would be focused on the issue and may not be able to help get PFDs. Guests should at least know where to get a PFD in an emergency.

Since we were aware of the coming storm, some would say that we shouldn't have gone out in the first place. I think it's unnecessary to give up a good morning of fishing when you're going out in a sound offshore vessel, but the fact we got to shore just before the storm left no margin for error.

The Skipper depends on happy customers to make a living. Leaving a good fishing spot when the fish are biting could make for unhappy customers. Our Skipper's timing was perfect. The Skipper's luck was our luck. Other boats were caught out in the storm. In hind sight, we would have been safer if we'd had more time on shore before the storm hit. Things could have gone wrong and any resulting delay could have left us in the storm like the other charters.

In hind sight, we could have let the skipper know we would have been happy heading back early. With the rough seas, we were safely hunkered down in the back of a seaworthy boat. However, if the storm had passed over us, I would have wanted to wear a PFD as things can go very wrong very quickly. If it can happen to professional mariners,

Happy cont'd on page 3

Happy from page 2

## Pictures from the Middendorf's Rendezvous

it could happen to charter fishermen. I wonder how many of the charters caught out in the storm had their lifejackets stored in some unknown location on their boat.

Next time, I go charter fishing, I will ask about lifejackets. Shouldn't we all?

\*\*\*\*\*

*And on a sad note:*

Clint Mouser, a 28-year NOPS member passed away on May 23, 2021. Clint had three loves, first his family, the Louisiana Wildlife Federation and the New Orleans Power Squadron. For as long as I've been on the bridge, Clint was always present as a member of the Executive Committee or informally as an "Advisor". He was a quiet guy who took care of many of the unsung jobs that are essential to keeping the squadron running smoothly. Jobs such as maintaining our yard and getting the COW agendas printed. When he spoke he gave good advice. Thank you Clint for your years of service. You will be missed. And condolences to Clint's wife, Virginia, and their entire family.



\*\*\*\*\*

*And on a light note:*

Congratulations to Cheryl Jarrell for her work on our "Topside" and D/15's "Can 15" newsletters. Thanks to her work, NOPS and D/15 were recognized for having outstanding newsletters. Thank you Cheryl for your dedicated hard work.

The weather was awful so our usual dockside rendezvous had to be moved inside of the restaurant. 31 people attended, 21 from New Orleans and 10 from Baton Rouge. Except for missing Bill and Carol Arcediano, we had a great time.

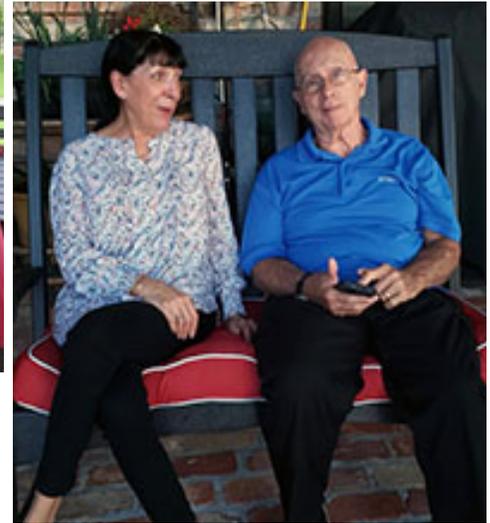


# Cheeseburgers in Paradise Pictures

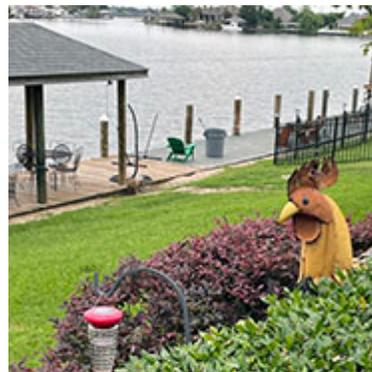
Thanks to Charlie and Sissy Chapman for hosting us for Cheeseburgers. It was a great day on Moonraker Lake.



Sissy and Charlie working hard;  
Sissy and Charlie relaxing!  
Calm before the storm?



Ern,  
Charlie,  
Bill, JC;  
Cheri;  
Bill, Don;  
Paul, Greg



**LANOPS Bunco**  
**Sunday, July 11**  
at the NOPS Trailer



Doors open at 4:00 PM  
Dinner served from 5:00 - 6:00  
Ham-Potato Salad-Salad-Dessert  
Games from 6:00 - 8:00pm  
**\$18.00 per person**  
for Reservations, Contact  
Sissy Chapman 504-452-1097  
or Marlene Cooke 504-874-1808



Chris,  
Pete,  
Jane, Bill,  
Don, Paul

# More Cheeseburger Pictures



Thanks to everyone who cooked, setup, cleaned and attended. The weather was nice, not even too hot! A fun, successful rendezvous!



**Carol,  
Darlene,  
Cheryl,  
Mike,  
Chester**



**Chester, Marlene, Mike;  
Paul, Judy, Chris, Jeannette**



**Jeannette, Shirley, Lila, Carol, Darlene;  
Ern, JC, Pete, Bill, Don, Chris**



## Educational Department News

SEO Chester Cooke, SN-CN

## June Membership Meeting

*We tried to fit in the trailer!*



A one day **America's Boating Course** will be held on 26 September 2021 at the New Orleans Yacht Club. Space limited, preregistration was required, max of 12 students signed up. Another class will be held in Sept.

Mike Turner, Instructor, ABC  
504.458.1443

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

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)



NOPS has started a small group of Navigators and Navigators in Training. Cdr Greg offered this opportunity to the squadrons around the lake.

The purpose of this group will be to: 1) renew our rusty navigation skills 2) provide a "preview" of skills and knowledge for "Pilots" who wish to upgrade to "Navigators". Six people showed up.

No instructor is available at the current time, so learning will have to come from within the group. As structured right now, the educational goals will not lead to any USPS certification but will ready members who want to take JN at a future date.

Currently the group is reviewing Piloting on their own. Review material has been sent out by Chester Cooke.

The Group will meet again Jun24th at the NOPS Trailer to review /answer questions and decide next steps.

Interested? Contact Cdr Greg 985-212-9762



**When there is an income tax,  
the just man will pay more, and  
the unjust less, on the same  
amount of income.**

— Plato (427 BC - 347 BC)

Greek author & philosopher in Athens; from *The Republic*.

*(Apparently some things never change!)*



From top: Greg, Don, Chester; Pete; Chris, Mike, the back of Mark's head, Don again; Sissy; Liz Ann, Greg; and a beautiful evening on Lake Pontchartrain.

**NOPS 2021 Calendar of Events** *(All dates are tentative.)*

**June**

- 20 *Father's Day*
- 26 ABC Class (Saturday)



**July**

- 4 *Independence Day*
- 8 Exec Meeting-1800 Trailer
- 11 LANOPS' Bunco-4pm Trailer
- 15 General Membership-1900
- 24 Lobster Fest-2:00 at Cheryl's house
- 30-Aug 1 Satchmo Fest

**August**

- 12 Exec Meeting-1800 Trailer
- 14 Dinner Cruise-TBD (too expensive!)
- 19 General Membership-1900
- ?? Pontchartrain Yacht Club-Mandeville
- 31 GB - Raleigh begins

**September**

- 1-5 USPS Fall Governing Board-Raleigh
- 6 *Labor Day*
- 9 Exec Meeting-1800 Trailer
- 16 General Membership -1900 NOYC
- 18 Early morning Fishing
- 18 Crab Boil-at the Brazeals
- ?? Beach Sweep
- ?? D/15 Conference



**October**

- 1-3 Heritage Park Rendezvous
- 1-3 *French Quarter Fest*
- 8-17 *Jazz Fest*
- 14 Exec Meeting-1800 Trailer
- 21 General Membership - Nominations due
- 25-26 *Wooden Boat Festival*
- 29-31 Moonshine and Moonbeams
- 31 *Halloween*



**November**

- 6 Fish Fry
- 7 *Daylight Savings Ends*
- 11 Exec Meeting-1800 Trailer
- 18 General Membership-1900 NOYC
- 25 *Thanksgiving*



**December**

- 4-5 Train Trip-Laurel?
- 9 Annual Meeting/**Change of Watch**
- 25 *Christmas*



**January 2022**

- 1 *New Year's Day*
- 13 Exec Meeting
- 20 General Membership Meeting



**February 2022**

- 19-27 USPS Annual Meeting - Ponte Vedra, FL



**Check the latest issue  
of TOPSIDE TALK  
for changes.**

## All About Marine Fire Extinguishers



The U.S. Coast Guard requires marine fire extinguishers on all recreational boats where a fire hazard could be expected from the engines or

fuel system. So, how do you know which type and how many fire extinguishers to carry? We answer all your questions.

### Does my boat need a marine fire extinguisher?

The Coast Guard requires fire extinguishers on boats with

- inboard engines and outboard boats with closed compartments for storing permanent or portable tanks,
- permanently installed fuel tanks, and
- closed compartments or living spaces.

What type of marine fire extinguisher should I buy?

Coast Guard-approved extinguishers for boats should be

- hand-portable,
- have either B-I or B-II classification,
- and must be provided with a mounting bracket.

Purchase only marine fire extinguishers with Coast Guard approval that has been certified by an independent testing agency, such as Underwriters Laboratories. Next, look for the section of the label that states "Marine Type USCG, Type A, Size II; Type B; C Size I." (It should also contain a USCG approval number.) Make sure Type B is indicated on the label.

However, extinguisher markings can be confusing. For example, one extinguisher can be approved for several different types of fires (A, B, or C). In that case, it's important to know that an extinguisher marked "Type A, Size II; Type B; C, Size I" counts as a required Type B-I extinguisher.

Hand-portable extinguishers come in two different sizes. Moreover, this size indicates the amount of chemical an extinguisher contains:

1. Size I extinguishers must contain a minimum of 2 pounds of dry chemical.
2. Size II extinguishers contain at least 10 pounds of dry chemical.

### How many marine fire extinguishers do I need?

The minimum number of portable extinguishers you're required to carry depends on your boat's length. However, if you have a U.S. Coast Guard-approved fixed fire extinguishing system installed in your boat's engine compartment, you can reduce the required number of extinguishers using the chart below.

### Minimum Number of Hand-Portable Fire Extinguishers Required

Vessel Length	No fixed system	With fixed system
< 26 ft	1 B-I	0
26 to < 40 ft	2 B-I or 1 B-II	1 B-I
40 to 65 ft	3 B-I or 1 B-II and 1 B-I	2 B-I or 1 B-II

### Do I need a fixed extinguisher system?

Fixed systems for use in engine compartments and enclosed spaces can be automatically deployed. For this reason, they are invaluable in saving a boat from an engine fire.

If your boat has an inboard, inboard/outboard, or jet drive engine in an enclosed space, you should strongly consider installing a fixed fire extinguisher system.

By discharging into a closed engine compartment, fixed extinguisher systems avoid adding oxygen to the fire. It's important to note that to prevent reigniting a fire after a fixed system has discharged, you should not enter the engine compartment immediately. Instead, wait until the compartment has cooled and been well ventilated.

### Where do I mount my handheld marine fire extinguishers?

Mount fire extinguishers near fire hazards but not so close that you can't reach them safely during a fire. Don't mount them where they will project into busy passageways. Most importantly, consider mounting extinguishers near the engine compartment, at steering stations, inside galleys, and in passenger cockpits. And if you sleep onboard, keep one near your bunk.

How do I maintain a marine fire extinguisher?

- Check extinguisher gauges monthly.
- Make sure they're at full pressure. Gauges can sometimes be unreliable.
- Recharge size I and II rechargeable extinguishers at a qualified service center. Rechargeable extinguishers have metal, not plastic, heads. Get them inspected annually.
- Check for corrosion or mechanical damage to the extinguisher case.
- Check and clean the discharge nozzle. Insects love to build nests inside.
- Slowly rock dry chemical extinguishers from an upright to an upside-down position several times. If you feel a thud, the chemical has stuck together. This means the extinguisher won't function properly.
- Replace and dispose of old extinguishers properly.

**Fire** cont'd from page 8

**How do I use a marine fire extinguisher?**

To control a fire, you want to extinguish it while it's still small. In addition, you can increase your chance of success by carrying more than the minimum required number of extinguishers onboard.

To put out a fire, hold the extinguisher upright and use the PASS technique.

**Remember to PASS the fire extinguisher when fighting a fire on board.**

**P** Pull the safety pin, usually located around the handle of the extinguisher.

**A** Aim the fire extinguisher at the base of the fire.

**S** Squeeze the handle and to discharge the extinguisher.

**S** Sweep the extinguisher side to side while aiming at the base of the fire until the fire is out.

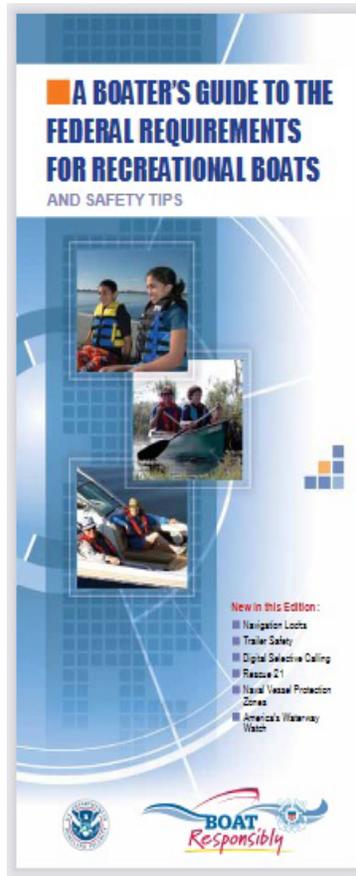
Monitor the burned area for potential re-ignition.

**What else do I need to know?**

Never test a marine fire extinguisher by partially discharging it. It could leak and become unusable. Always make sure to recharge or replace partially discharged extinguishers. And lastly, purchase only Coast Guard-approved extinguishers designed for marine use.

For more information about marine fire extinguishers, download a **Boater's Guide to the Federal Requirements**.

<https://www.uscgboating.org/images/420.PDF>



**Crab Boil on 'da bayou'**



**Saturday, 18 September 2021**

**Open 12:00 pm, Food at 1:00 pm**

**Boiled Crabs,  
Corn, Potatoes, & Sausage**

**\$20.00 per person**

**BYOL**

Soft Drinks and Water Available

**Eddie and Debbie Brazeal's home  
on the Bayou  
4891 Lisa Ann Drive  
Barataria, LA 70036**

**Email Eddie: [eddiebrazeal@att.net](mailto:eddiebrazeal@att.net)  
or call Debbie (504) 458-6557**

**Reservations required  
by 13 September**

*From the June 2021 issue of Compass.*

## Flotsam and Jetsam

### USPS National Meetings

Now's the time to begin planning for the 2021 Governing Board Meeting which will be held Aug 29-Sep 5, 2021 at the **Hilton Raleigh North Hills**

**3415 Wake Forest Rd, Raleigh, NC 27609**  
**ABC/USPS Rate: \$159 Ends: July 31, 2021**

[https://www.usps.org/php/reservations\\_new/meetings.php?mtg\\_id=40](https://www.usps.org/php/reservations_new/meetings.php?mtg_id=40)

A wide array of events - on land and, yes, on the water - await you! Visit the website, browse the complete lineup scheduled, and sign up. Don't overlook

these key events: the Keynote Breakfast featuring Kevin Duffus, acclaimed researcher, author, and filmmaker, and sign up with your friends to enjoy dinner and solve a hilarious crime at the Murder Mystery Dinner Theater. Early bird pricing is now in effect. See you in Raleigh! Email: R/C Arlene Anderson, Chair NMC [arlene.anderson47@yahoo.com](mailto:arlene.anderson47@yahoo.com)

<https://www.usps.org/departments/14000/14850-squadron-support-and-development/14850-awards>



### BoatUS Civic Service Award 2021

We know that there are terrific civic service events and things happening in our squadrons this year as we slowly emerge from many restrictions. We encourage you to review the 2021 BoatUS information sheet and application form posted on the Squadron Support and Development webpage and consider applying for this award. The deadline is October 2021, and the winner(s) will be announced at the February 2022 annual meeting.

### CPR Training

The American Heart Association has released new training standards for CPR and first aid. (If your current card has expired, you will need to take the updated course to get recertified). We had hoped to offer a class during the 2021 Governing Board Meeting but had to postpone. The course will be offered during the 2022 Annual Meeting on Friday, Feb. 25, 2022. This all-day class will provide you with a two-year certification that meets BOC and USCG Captain's License requirements. The class will have a six-student minimum attendance. If you are interested in taking the class or have questions, please let me know. Look for additional details and course registration on the Safety Committee webpage. Email: Jeff McKinney

<https://www.usps.org/departments/12000/12900>

### Cooperative Charting News

Please join the Cooperative Charting Committee in Raleigh at the Governing Board on Friday, Sept. 3, at 1 pm for a geodetic outing. We will search for several geodetic marks within a short walk of the hotel. Report submittal forms are available and are found on the Cooperative Charting Committee webpage (Nautical, Geodetic, Marina Surveys). Visit the Cooperative Charting Committee website to view the Standard Operating Procedures.

<https://www.usps.org/departments/12000/12200>

### Educational Fund ABC Manual Grant Update

In February 2021, Educational Fund Trustees approved a grant to provide up to 20 America's Boating Course student manual kits to every squadron for free. Squadrons can retain the proceeds from the sale of this course material to spend as they see fit. To date, 62% of squadrons have taken advantage of this great opportunity, and headquarters has shipped out 4,000+ manuals. With the country hopefully opening back up, squadrons should now be offering or planning to offer the ABC course. If your squadron has not placed an order for materials, do so now as inventory is moving off the shelves. Commanders and SEOs, order now!

Email: Nigel Hargreaves at [EuroNEH@mindspring.com](mailto:EuroNEH@mindspring.com)  
For details on the grant go to Educational Fund web:

[https://www.usps.org/national/edfund/?mc\\_cid=a15abbd391&mc\\_eid=676416d942](https://www.usps.org/national/edfund/?mc_cid=a15abbd391&mc_eid=676416d942)

### New 2021 Vessel Safety Check Workshop Is Now Online -

The new VSC workshop is available for all members who want to study to become a new vessel examiner or take the VE refresher course. The U.S. Coast Guard Auxiliary has shared its latest workshop with us with the new and updated information. Feel free to take a look even if you are not a vessel examiner.

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

Date and details for the **Fall D/15 Conference** are not yet available. D/C Karen Gercak, AP will be providing them shortly. Location is Fort Walton.

Thanks to the daughter of P/C Ken Blackwell, SN. She made a generous **donation to NOPS in Ken's name.**

NOPS will be making a donation to the **Louisiana Wildlife Federation in the name of Clint Mouser.**



## Lobster Fest Saturday, 24 July

Come out for the rendezvous at  
Cheryl's house  
130 Sherwood Forest Dr NOLA 70119  
Open at 1400 (2pm)

Lobster with potatoes, corn, sausage  
Dessert  
served about 1600 (4pm)  
**\$25.00 per person**

Reservations Required by 15 July

email [cdjarrell@cox.net](mailto:cdjarrell@cox.net)  
or leave message at 504-488-3853

*Bring your own chair!*

**Hooch and Margaritas  
will be available for Purchase**

*If anyone can't do lobster, I can also get  
BBQ Ribs, let me know!*

## MEMBERSHIP MEETING

15 Jul - 19 Aug - 16 Sep

1800 Social, 1900 Meeting

### June

- 20 *Father's Day*
- 26 ABC course

### July

- 4 *Independence Day*
- 8 Exec Meeting - 1800 Trailer
- 11 LANOPS' Bunco
- 15 General Membership Meeting
- 24 Lobster Fest
- 31-Aug 1 Satchmo Fest

### August

- 12 Exec Meeting - 1800 Trailer
- ?? Dinner Cruise was too expensive-TBD
- 19 General Membership Meeting
- ?? Pontchartrain Yacht Club
- 31-Sep 5 USPS Meeting-Raleigh, NC

### September

- 9 Exec Meeting - 1800 Trailer
- 16 General Membership Meeting
- 18 Crab Boil at the Brazeals