



MARINAI d'ITALIA NEWSLETTER GRUPPI USA



WE ARE MARINERS! HAPPY BEGINNING OF 24/25 SEASON!

When the Vespucci arrived in the port of Los Angeles last July we gave our "Welcome" to the Captain, C.V. Giuseppe Lai, and his Crew:
... all the Sailors of the ANMI USA Groups wish to send you, Commander, and your Crew our warmest "Welcome to the USA" and "Have a good continuation of the Campaign"! We are all following with great interest and immense passion the execution of this very important mission that you are carrying out in an exemplary way. This is really something that makes us all very proud! "Fair Winds"...

Almost immediately, the Captain replied with simple and very heartfelt words, like a true sailor:
... thank you for your message and for the warm closeness of the ANMI Groups in the USA to us. A warm greeting and thank you again for the thought...

Here, in two words, who we are, what our task is: to give support and offer our availability to those who are on duty, to those who ride the waves and smell of salt! Imagine how the hearts of those young people, Students of the 1st Class of Normal Roles, burst with joy, as they faced the first navigation of their life as Sailors completing the route that led them from Los Angeles to Honolulu and transformed them into OKEANOS! I personally would give everything to be one of them, again! But we can still find comfort in our memories! We too had our moments of joy, we got to know wonderful places and people in the days when we just couldn't surf the Internet to take a virtual tour of Corcovado in Rio de Janeiro and Victoria Peak in Hong Kong! Everything



in its own time! The wheel turns and many times we have heard the expression: "In my old days...". Now it's up to us to tell our grandchildren about those fantastic days, to instill in them the passion for the sea that unites people, not divides them, as some would like us to believe. In September our activities and meetings will resume. The National Presidency reviewed with great interest our work at the Lambertville meeting over the Memorial Day weekend. The P.N. will support us in the action of carrying out a series of conferences in high schools in the United States to attract young people not necessarily to the ANMI but to the maritime nature of Italy, a Country immersed in the Mediterranean, the cradle of many ancient civilizations and today the center of international tensions that have a clear implication all over the world.

The knowledge of the maritime nature of our country should arouse interest in trips organized by us and aimed at visiting Italian cities on the shore of the Mediterranean sea headquarters of Italian Navy Bases such as Venice, La Spezia, Leghorn and Taranto, all cities boasting a past rich of naval history past and a present rich of touristic, cultural and marine activities. We will ask for the support of the Navy and that of the Italian ANMI Groups to carry out this initiative that is so close to our hearts!

THE PPA MONTECUCCOLI VISITS SAN DIEGO



On June 12th, the Italian Navy patrol ship Raimondo Montecuccoli, the third Multipurpose Offshore Patrol Vessels of its class, arrived at the US Navy base in San Diego. Livio Capilla, a new member of the Banfi Group, was on the dock to receive the most recent unit of our Navy in representation of all the ANMI USA Groups. Livio represented us with great professionalism, as evidenced by the message sent to CV Bagni and CV r Cervone by the Commander of the of the ship, CF Troia:

Dear Commander,
My crew and I are grateful to the ANMI members for the affection and passion they show us during every visit on board the Montecuccoli. For us, every meeting is a unique opportunity for growth and sharing. It was truly an honor to meet Commander Livio Capilla and his wife (a fellow countryman of mine!). With deep esteem and sincere gratitude for the values you cherish,
Alessandro Troia.



Bravo Zulu, Livio! Baptism of fire passed with full colors!



JULY - AUGUST 2024



ITALY VISITS LOS ANGELES

"We have tried to put the heart of Italy into this project, which is what ensures that all these things have a common root: the sense of beauty, respect for ingenuity, the courage to innovate, combined with the ability to respect all cultures". With these words, the Minister of Defense Guido Crosetto inaugurated the Villaggio Italia, the multi-year Traveling World Exhibition of Italian excellence, held in Los Angeles from the 3rd to the 8th of July on the San Pedro, LA, pier in conjunction with the first American stop of the world tour of the Italian Navy Tall Ship Amerigo Vespucci, the ambassador of "Made in Italy" in the world, and, for the entire duration of his world tour, the ambassador for issues such as sustainability and respect for the marine environment, under the flags of Unicef, UNESCO and the International Maritime Organization.



"My first thanks go to the captain and crew of this wonderful ship, which is not an easy ship to sail on because it is ancient, it is a ship where you have to pull the ropes, you have to maneuver the sails, it is a ship that doesn't use automatic mechanisms, computers, or artificial intelligence but instead uses the skills and the human intelligence of hundreds of sailors". Defense Minister Guido Crosetto continued. "In this part of the world there is a piece of Italy's heart, there is the Italian community, there is the Italian-American community, there are people who bear Italian names whose parents, grandparents and ancestors were born in Italy and feel close to Italy. They are a piece of the Italian heart and is also for them that today we have brought here another piece of the heart of Italy. Their presence reminds us how life is built even by giving up something, how life is difficult, how life is made up of sacrifices, the sacrifices that bring a ship to be here after a year of navigation, the sacrifices that have made millions of Italians leave Italy to seek the opportunity for a better life, to seek something different in this nation that

welcomed them as friends and brothers".

Present at the opening ceremony to do the honors were the Treasurer of the State of California, Fiona Ma, the Supervisor of the County of Los Angeles, Janice Hahn, and the Deputy Mayor of Los Angeles, Erin Brogna. Minister Crosetto dedicated these words to them:

"My second thanks is instead for the friendship with the United States that sacrificed their men and women to defend the freedom of Italy and Europe. After 75 years, we will celebrate in Washington the birth of NATO, the largest military alliance in the world, created to defend peace and democracy. This is why we are here today, to remember this pact, which is an ancient pact".

Luca Andreoli, AD of Defense Services, was also present at the ceremony. "Through the Vespucci we want to tell of the most beautiful Italy, the Italy of doing, the Italy of artisans, the Italy of public squares, a place where ideas are born and then become reality. The Italy Village wants to be all this and is the result of work done behind the scenes by men and women who belong to different realities with the common goal of telling the best story of our country, with the intelligence, sensitivity and creativity that have always distinguished us in the world. It is a challenge that I am sure we will be able to achieve with everyone's contribution and today represents an important start". Livio Capilla, a member of the ANMI Banfi Group, was in Los Angeles to represent all the ANMI Groups in the United States. During the 6-day stop, more than 72,000 visitors visited the Vespucci, "most beautiful ship in the world", guardian of the most ancient maritime traditions, symbol of the Italian Navy for almost two centuries.



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Italy square, inside Village Italy, was the venue offering each day a rich schedule of events and opportunities to meet with the excellences of Italy: like the Frece Tricolori, the Italian Air Force acrobatic team, who performed for three days in the skies of Los Angeles, as part of their North America Tour (NAT); like the music of the fanfare of the Cadets of the Carabinieri Legion who performed inside and outside the Village; like the musicians of the Academy of the Scala Theater in Milan; like the Italian movies of international success curated by the Venice Biennale International Film Festival; like the contemporary Italian art with Jago who created the bronze statue "La David" exclusively for the Vespucci world tour. The statue was on display at the Village Italy. The "Made in Italy" was also at the center of the project with a series of scheduled events aimed at telling the story of it, with the presence at the inaugural ceremony of ICE President Matteo Zoppas, with the design and the exhibition "Italy's Genius", and with the infrastructures and technology present and future, from the MOSE in Venice to the project of the Bridge over the Strait of Messina. "In choosing the contents of Village Italy, we realized that we would have to

make a 36-hour movie just to be able to include all our art, our music, our opera, history and fashion. We could have shown the U.S. Navy ships that are being built at Marinette Marine, Wisconsin by Fincantieri, which is the same company that built the Amerigo Vespucci. We could have shown much more." Minister Crosetto explained.

Among the events hosted in the conference hall of the Village were held two symposiums with the participation of international experts, the first to explore the theme of the blue economy, which saw the active participation of the Chief of Staff of the Italian Navy Admiral Enrico Credendino, and the second which focused on the economy of Space and which saw, among others, the active participation of Italian astronauts Walter Villadei and Roberto Vittori. These symposiums were attended by the Deputy Minister of Enterprise and Made in Italy Valentino Valentini and the Undersecretary of Defense Matteo Perego of Cremona. The Vespucci left the port of Los Angeles bound for Honolulu on July 8, the day on which the closing ceremony of the Village Italy took place.



THE AMERIGO VESPUCCI VISITS HONOLULU



The ANMI Groups in the US reach even the most remote places. After the stop in Los Angeles, the first stop of the round-the-world tour in the United States, after 18 days of navigation the Vespucci reached Honolulu where it was met by the omnipresent CV Bagni, Naval Attaché at the Italian Embassy in Washington, DC, and a group of relatives of the CV r. Cervone which included Mrs. Judy Sobin.

REMEMBERING THE ANDREA DORIA ON THE 68th ANNIVERSARY OF IT'S TRAGIC SINKING

JULY 26, 1956 - 23.22 E.T. - LAT 40° 30' N, LONG 69° 53' W

Many of us have not heard of our transatlantic liner Andrea Doria, the white lady, the pride of the Italian merchant marine in the Fifties, but many of us may have learned about her sinking in the Atlantic after colliding with the ship Stockholm through newspapers, magazines, books, television reports or other sources of information. As the facts were published, faults emerged on both sides, but those facts based on testimonials ignored the technical details, the most accurate and

objective, unfortunately confirmed only years later with the help of new and sophisticated technological tools, unavailable at the time, which gave a "well-deserved rest" to the truth. In the middle of the last century the Italians in the US were not held in great esteem therefore many of the testimonies were certainly not lenient towards the crew of the Andrea Doria and the conclusions reached were in part the result of prejudice and contributed even more to shed a bad light on the Italians. Back then the shipping companies exerted great pressure on their captains to make sure that the ocean crossings matched or improved the expected duration, perhaps even to the point of suggesting or condoning for this purpose the non-observance of some of the rules of navigation. As a matter of fact, that morning the Stockholm, after leaving the port of NY, took a different route from the one originally assigned to her following the order of her Commander, who had already broken few rules in the past and in doing so had received praise from his company for having shortened the duration of the crossing between NY and Gothenburg by 2 hours.

For the Commander of the Andrea Doria, Piero Calamai, that voyage, which had begun eight days earlier from Genoa, was his 50th, and he would have completed it on the morning of July 26 by mooring at pier 84. In

compliance with the North Atlantic Track Agreement, the Andrea Doria was on a predetermined approach route to the port of NY. What happened in the hours of the night of that July 25 happens on average every 86 million nautical miles of ocean voyages. Because of this extremely low probability, 90 percent of the times when these types of collisions happen they are attributed to human error. The statements of the Captain of the Andrea Doria and of the Third Officer of the Stockholm (who had just turned 26) would remain contradictory for the entire duration of the trial held in the Federal Court of NY. As a result, Lloyd of London, the insurer of both ships, was able to benefit from the verdict and to limit the compensation amount to 6 million dollars, instead of the 84 requested for the damages suffered by passengers, a saving of 78 million.

On the sixty-eighth anniversary of the sinking, the majority of the living survivors met to honor the 46 victims of the disaster whose burial was entrusted to the bottom of the ocean and remember the 1660 survivors who over the years have lived with grief in the company of their loved ones. Thanks were given to all the protagonists of the largest rescue at sea as is now recorded in history. The success of the rescue was not fortuitous, but on the contrary it was due to the excellent construction of the Andrea Doria and above all to the expertise and alertness of the on board engineers who prevented the generators, boilers and electrical control panels from creating problems and further damage to people and property. The fact that after the collision there were no fires or explosions caused by the destruction of the fuel tanks, and that the emergency generator continued to power the bilge pump and the lighting system until it was submerged after a long agony that lasted eleven hours, are a confirmation that these were not just lucky events.

The most beautiful and modern with the youngest commander at the time: Piero Calamai



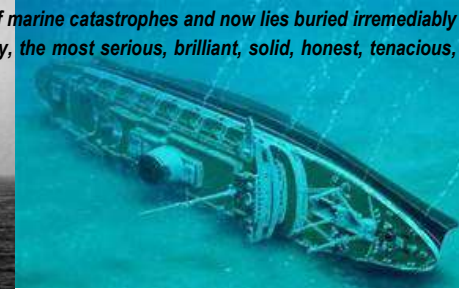
The ship listing caused by the entry of water through the hole opened by the collision did not allow the crew of the Andrea Doria to lower all the lifeboats on board. Only 8 motorboats were lowered, each one with a crew of 8 sailors and a helmsman. According to regulations, all crew members wore a gray life jacket, different from the yellow ones supplied for passengers. Panic caused confusion and many passengers also ended up wearing gray life jackets, giving the

rescuers the impression that many passengers had been left behind. It was not too long before the truth came out, as the 72 sailors manning the 8 motorboats were able to complete 16 trips and managed to transfer about 1200 survivors to the various ships that rushed to the area, almost 70 percent of the survivors.

Robert Young, executive and, later, administrator and president of the American Bureau of Shipping, was aboard the Andrea Doria at the time of the collision and, in addition to defending the Italian crew from accusations of cowardice, did not see any deficiencies in the ship's stability. Consequently, none of the changes requested by the classification bodies were made to the *Cristoforo Colombo*, twin sister of the Andrea Doria, as it was believed that there was no construction deficiency to be fixed. In the years that followed, many experts continued to search for the truth. In the winter of 1972, Robert Meurn, professor emeritus at the U.S. Merchant Marine Academy, and John Carrothers, a member of the U.S. Naval Institute, sent a letter to Commander Piero Calamai as a gesture of soli-

A piece of Italy has gone with the terrifying rapidity of marine catastrophes and now lies buried irremediably in the depth of the ocean. A piece of the best of Italy, the most serious, brilliant, solid, honest, tenacious, industrious, intelligent"

Corriere della Sera
July 27, 1956 Dino Buzzati



arity, writing, among other things: "Those of us who saw you suffer during the scandalous official NY investigation feel nothing but sympathy, admiration, and respect for you. Sympathy for the brutal treatment you suffered in the United States Federal

Court, admiration for your absolute integrity and loyalty to your employers, and respect for the way you behaved after the accident. Rest assured Commander Calamai, that many of us would be more than ready to serve under your command at any time".

The two of them in a further attempt to absolve Calamai traveled to Italy bringing with them the final report of the technical investigation. Unfortunately, Calamai had died and was buried in the family chapel on the hills of Genoa overlooking the Mediterranean and the once homeport of his beloved Andrea Doria.

Giacomo Bandino, representing the Banfi group, was invited to attend the meeting of survivors residing in the metropolitan area, held at "The Noble Maritime Collection of Staten Island".

For Giacomo, listening to the stories of some of them was a very moving experience.

A survivor, six years old at the time, had been transported to the Ile de France and her mother, transported to the Stockholm, believed she was dead. They were reunited on the pier in NY the next day as the Stockholm arrived later than the other ships due to the damage suffered.

A survivor was pregnant, her daughter was born 3 months after the sinking. She was not listed in the survivors' register but was in attendance.

Pierette Domenica Simpson (then Piera Burzio) was 9 years old and traveling with her grandparents to join her mother, emigrated to Detroit 7 years earlier. She is the author of the book "ALIVE on the Andrea Doria" a copy of which she donated to the Alberto Banfi Group of NJ for the occasion.

