

“The Fun One”

VOLUME 3, NUMBER 7 JULY 2012



Flotilla 33-1

**40 & 8 Club
3113 S. 70 St.
Omaha, Nebraska**

FLOTILLA 33-1 OFFICERS

Flotilla Commander (FC) - Barclay Stebbins
Vice Flotilla Commander (VFC) -
Jim Westcott
Immediate Past Flotilla Commander (IPFC) -
Richard Goble
Secretary (FSO-SR) - Jean Goble
Treasurer (FSO-FN) - George McNary
Communications (FSO-CM) - Jim Westcott
Communication Services (FSO-CS) -
Barb Westcott
Information Services (FSO-IS) -
Barclay Stebbins
Materials (FSO-MA) - Sharon Vanmoorlegghem
Marine Safety (FSO-MS) - Tom Spieker
Aids to Navigation (FSO-NS) - Tom Spieker
Member Training (FSO-MT) - Ralph Tomlinson
Operations (FSO-OP) - Warren Koehler
Public Affairs (FSO-PA) - Pete Peterson
Publications (FSO-PB) - Barb Westcott
Public Education (FSO-PE) - Richard Goble
Personnel Services (FSO-HR) - George McNary
Program Visitor (FSO-PV) - Richard Goble
Vessel Examiner (FSO-VE) - Richard Goble

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Published by and for members
of Flotilla 33-1 U.S. Coast
Guard Auxiliary 8th Western
Rivers Region. Opinions
expressed herein are not
necessarily those of the
U.S. Coast Guard or U.S. Coast
Guard Auxiliary.

**On Facebook we are found at:
USCGAUX Flotilla 85-33-01**

SCHEDULE OF EVENTS

14 Jul	Boating Safety Class
16 Jul	Flotilla 33-01 Meeting
20 Aug	Flotilla 33-01 Meeting
25 Aug	World o' Water
06 Oct	OPTEx

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Want to see more pictures?
Please remember to check out the website at:
[http://wow.uscgaux.info/WOW_signin.php?](http://wow.uscgaux.info/WOW_signin.php?unit=)
unit=



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FLOTILLA COMMANDER'S MESSAGE



We continue to get requests to support other agencies and activities for our PA events. Thank you to all of you that continue to get out and help at these events. This truly enhances our calling as advocates for all water safety programs. As we continue to support these, many other organizations find the added value that we volunteers can add to their programs.

We ended June with our fellowship meeting. Even though it was extremely hot and humid, I want thank all that attended and brought such fantastic side dishes and desserts to supplement the main course. We had a great time, and it was nice to see so many of you make the event. THANK YOU!!

Well, now the tough stuff. It is July and many of us have yet to get out on the water. I have asked all that are crew/coxswain to contact FSO-OP, Warren Koehler and advise him of your availability going forward as he will do his best to work with you. Both Warren and George have their OPFACs ready to go. Warren is putting together a patrol schedule that will include area lakes and the Missouri River. It is your responsibility to get the required crew hours completed so be ready, we have to get this done! This time is especially crucial for those that need to finish training and to allow enough time to get your QE done before the end of the boating season.

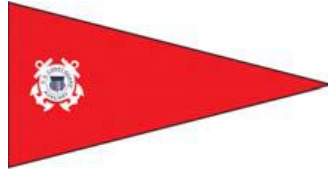
During the next few flotilla meetings, we also need to get some of our other member training accomplished. I will be working with Ralph Tomlinson, FSO-MT to get these lined up.

Finally, some things to consider. First Notice for dues was sent out by FSO-FN, George McNary with the amount due and where to send it. It can also be paid at the 16 Jul 12 flotilla meeting. Also, those interested in running for elected office, check the requirements. If you are interested, be sure you are eligible. I will have a list of those eligible at the 16 Jul 12 meeting when the election committee is selected.

Thank you all for your hard work and continued dedication to our missions. You continue to do a fantastic job!

Barclay Stebbins, FC

VICE FLOTILLA COMMANDER'S MESSAGE



. . . - - - . . . (Morse code for S O S) AGAIN!

The 2012 FALL BUSINESS MEETING is approaching, and I have been tasked with ensuring that the hospitality room is one to be remembered. With that in mind I am in need of your assistance.

Each helper that donates a minimum of two hours during the run of the F B M, will go home with an apron AND dish towel that have the USCGAUX emblem and/or an anchor embroidered on them (**SEE PHOTO BELOW**, one each per worker). I would like to have up to three members assist with this project each hour. The time can be put in at one time or spread out (in one hour blocks) over the course of the meeting as per the schedule. Please indicate which the hours you would be willing to assist with this endeavor by filling in the form and return the form to me with your selection. (The form was located in the June "Fun One")

ALSO * * * Food donations are gratefully accepted. We are in need of a great many items cookies, chips, dips (other than me), veggies, cheese cubes, hot dogs/buns. You name it, we can use it. If you have any questions/suggestions, contact me.

Remember too that some of our members are diabetic, special diets (salt free/no pork, etc.) We need to have something for them also. Please, please, please let me know what you will be bringing so that proper arrangements for storage at the F B M can be made. I will be on hand to receive all donations at the hotel starting on the Wednesday of the meeting (about 16:00).

I thank you in advance for your assistance in this very important matter and please come and enjoy the hospitality room

Jim Westcott VFC
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U.S. Department of
Homeland Security

United States
Coast Guard



Director of Auxiliary
Eighth Western Rivers Region

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16790
3 Jul 12

MEMORANDUM

From: *E. A. Kvistad*
E. A. Kvistad, CWO
CGD EIGHT (dwa-wr)

Reply to OTO
Attn of:

To: District Eight Western Rivers (D8WR) Boat Crew Program Members

Subj: USE OF THE GREEN-AMBER-RED (GAR) MODEL

Ref: (a) Operational Risk Management COMDTINST 1541.1 (series)
(b) Auxiliary Boat Crew Qualification Guide, Volume II: Coxswain COMDTINST M16794.53A (series)

1. Ref (a) is the current instruction that provides guidance on risk assessment/mitigation principles and procedures. In its current form it authorizes Operational Commanders to modify the GAR model to best capture risk according to the unique characteristics of their missions and operators.
2. This instruction is in the final stages of revision and the new instruction will formally standardize the GAR model to reflect the six traditional categories of Planning, Supervision, Crew Selection, Crew Fitness, Environment and Event or Evolution Complexity.
3. The Coast Guard wants to ensure that any vessel or aircraft used in operations will have zero equipment discrepancies prior to launch.
4. Accordingly, in anticipation of these forthcoming changes to official policy, use of the enhanced GAR model with the "Equipment" category is no longer authorized. All CG Auxiliary members shall use the GAR model as depicted in ref (a).
5. All CG Auxiliary facilities shall be inspected IAW task COX-03-04-AUX of ref (b) prior to conducting a risk assessment when making preparations to get underway. If any discrepancies are noted they shall be corrected prior to conducting operations.
6. If equipment casualties occur while underway, then the potential hazard shall be evaluated using the Severity - Probability - Exposure (SPE) model IAW ref (a). Determine if the discrepancy constitutes a safety hazard. If it does, then take immediate action to correct it or return to the nearest safe harbor or anchor if impractical to correct underway. Advise the OIA as soon as possible.
7. If the discrepancy is not a safety hazard but degrades the facility's operational capability, advise the OIA of the impact to the mission and request guidance.

Subj: USE OF THE GREEN-AMBER-RED (GAR) MODEL

16790

3 Jul 12

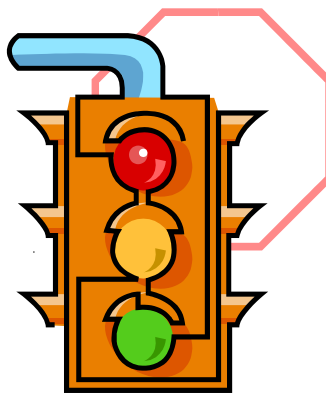
8. If the discrepancy does not compromise safety or operational readiness, then no action is required.

9. **Safety is always the highest priority!**

10. The standard GAR model is posted to the D8WR website for member use.

#

Copy: DIRAUX
SUMR
SLMR
DCO
D8WR AUX Web Site



DEPARTMENT OF
HOMELAND SECURITY
United States
Coast Guard
Auxiliary



National Department of Response

Surface Operations Risk Calculation Worksheet Calculating Risk Using the GAR Model (GREEN-AMBER-RED)

This Worksheet should be used for all surface operations unless other GAR forms have been mandated by local OIAs.

GAR IS BASED ON A TEAM DISCUSSION TO UNDERSTAND AND EVALUATE THE RISKS ATTENDANT TO A MISSION AND HOW THEY WILL BE MANAGED.

RISK MANAGEMENT IS WHAT IS IMPORTANT; NOT THE ABILITY TO ASSIGN NUMERICAL VALUES OR COLORS TO RISK ELEMENTS.

Assign a risk code of 0 (For No Risk) through 10 (For Maximum Risk) to each of the six elements below. The discussion should start with the junior (least experienced) members first on each category.

Supervision -qualifications / experience / communications

Planning – details / clarity / vessel selection and condition

Team Selection – qualifications / experience

Team Fitness – physical / mental state

Environment - seas / visibility / wind / current / temperatures

Event/Evolution Complexity –details / tasks

Total Risk Score

GAR Evaluation Scale - Color Coding the Level Of Risk			
0	23	44	60
10	20	30	40
GREEN (Low Risk)		AMBER (Caution)	
		RED (High Risk)	

If the total falls in the green zone, risk is at a minimum. If the total falls in the amber zone, risk is moderate and you should consider adopting procedures to minimize risk.

IF THE TOTAL FALLS IN THE RED ZONE, YOU NEED TO IMPLEMENT MEASURES TO REDUCE THE RISK PRIOR TO STARTING THE EVENT/EVOLUTION.

THE GAR MODEL SHOULD BE USED AS PART OF PLANNING OPERATIONS, AND SHOULD BE CONTINUALLY REASSESSED AS WE REACH MILESTONES WITHIN OUR PLANS, OR AS ELEMENTS CHANGE.

August 2009

Afloat Risk Assessment and Management Instructions

It is vital to the safety of the crew and to the success of the mission that the coxswain and crew understand and evaluate the full impact of risk versus gain for each tasking. This must be a continuous, systematic process of identifying and detecting hazards, assessing risk, and implementing and monitoring risk controls.

1. Using the worksheet on the opposite side, review each of the Risk Factors and assign a numerical score as indicated. Score each element according to currently available information. Score items according to the examples given and your instincts. Absence of data automatically sets the score to maximum point value. To identify hazards, consider:

Planning

Event Complexity

Asset Selection (including Personnel and Equipment)

Communications (and Supervision)

Environmental Conditions

2. Consider the effects of environment on the ability to maintain communications throughout mission, both internal w/crew and external w/unit. Consider the condition of the vessel and associated equipment as factors in the mission environment.

3. If Risk Assessment is determined to be excessive, review the Control Options and determine if the risks can be reduced or controlled.

Below are Control Options to assist in risk control or reduction.

Review the options and reassess the risks as appropriate.

Spread-out – Disperse the risk by increasing the time between events or using additional assets.

Transfer – If practical, locate a better-suited asset to conduct the mission (i.e. different type of asset or crew).

Avoid – Circumvent hazard: Wait for risk to subside (i.e. wait until daylight or weather passes).

Accept – In some cases the benefit might justify the assumption of risk. In these cases a decision to accept risk may be made with the stipulation that risk is re-evaluated as the mission progresses.
(No adjustment to Risk Assessment)

Reduce – Reduce or limit risk exposure, use of PPE, additional training or rest, stress reduction.

4. Although one could selectively evaluate Risk Factors with a mind toward achieving an acceptable Risk Factor score, doing that would subvert the intent of this tool. This is intended to help everyone on the crew shift their thinking from a land based mindset, to the hazards of the maritime environment. All members of the crew should participate in the Risk Assessment scoring. This Risk Assessment process should continue throughout the mission as conditions evolve



BY THE INFORMATION BUG

JULY Notes

As this section is not just for boating, here is some information from an internet article:

Information for this fact sheet was provided by :

<http://www.nlm.nih.gov/medlineplus/ency/article/000056.htm>

Heat emergencies

Heat emergencies fall into three categories of increasing severity: heat cramps, heat exhaustion, and heatstroke.

Considerations

Heat illnesses are easily preventable by taking precautions in hot weather.

Children, elderly, and obese people have a higher risk of developing heat illness. People taking certain medications or drinking alcohol also have a higher risk. However, even a top athlete in superb condition can succumb to heat illness if he or she ignores the warning signs.

If the problem isn't addressed, heat cramps (caused by loss of salt from heavy sweating) can lead to heat exhaustion (caused by dehydration), which can progress to heatstroke. Heatstroke, the most serious of the three, can cause shock, brain damage, organ failure, and even death.

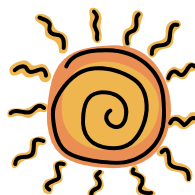
Causes

Heat emergencies are caused by prolonged exposure to extreme heat. The following are common causes of heat emergencies:

Alcohol use

Dehydration

- Heart disease
- High temperatures or humidity
- Medications such as beta blockers, diuretics, neuroleptics, phenothiazines, and anticholinergics
- Prolonged or excessive exercise
- Sweat gland problems
- Wearing too much clothing



Continued on the next page

Symptoms

The early symptoms of heat illness include:

Profuse sweating

Fatigue

Thirst

Muscle cramps

Later symptoms of heat exhaustion include:

Headache

Dizziness and lightheadedness

Weakness

Nausea and vomiting

Cool, moist skin

Dark urine

The symptoms of heatstroke include:

- Fever (temperature above 104 °F)
- Irrational behavior
- Extreme confusion
- Dry, hot, and red skin

Rapid, shallow breathing

Rapid, weak pulse

Seizures

Unconsciousness



Continued on the next page

First Aid

1. Have the person lie down in a cool place. Raise the person's feet about 12 inches.
2. Apply cool, wet cloths (or cool water directly) to the person's skin and use a fan to lower body temperature. Place cold compresses on the person's neck, groin, and armpits.
3. If alert, give the person beverages to sip (such as Gatorade), or make a salted drink by adding a teaspoon of salt per quart of water. Give a half cup every 15 minutes. Cool water will do if salt beverages are not available.

For muscle cramps, give beverages as above and massage affected muscles gently, but firmly, until they relax.

If the person shows signs of shock (bluish lips and fingernails and decreased alertness), starts having seizures, or loses consciousness, call 911 and give first aid as needed.

DO NOT

- Do NOT underestimate the seriousness of heat illness, especially if the person is a child, elderly, or injured.
- Do NOT give the person medications that are used to treat fever (such as aspirin or acetaminophen). They will not help, and they may be harmful.
- Do NOT give the person salt tablets.
- Do NOT give the person liquids that contain alcohol or caffeine. They will interfere with the body's ability to control its internal temperature.
- Do NOT use alcohol rubs on the person's skin.
- Do NOT give the person anything by mouth (not even salted drinks) if the person is vomiting or unconscious.

When to Contact a Medical Professional

- Call 911 if:
- The person loses consciousness at any time.
- There is any other change in the person's alertness (for example, confusion or seizures).
- The person has a fever over 102 °F.
- Other symptoms of heatstroke are present (like rapid pulse or rapid breathing).
- The person's condition does not improve, or worsens despite treatment.

Prevention

- Wear loose-fitting, lightweight clothing in hot weather.
- Rest frequently and seek shade when possible.
- Avoid exercise or strenuous physical activity outside during hot or humid weather.
- Drink plenty of fluids every day. Drink more fluids before, during, and after physical activity.
- Be especially careful to avoid overheating if you are taking drugs that impair heat regulation, or if you are overweight or elderly.
- Be careful of hot cars in the summer. Allow the car to cool off before getting in.

Friday Night Fellowship = FUN



"Marriage is Murder"

American industrialist Spencer Tracy is marrying off his only daughter to worthless playboy Micky Fisher. Do the top-secret Tracy gunsights used in the bombing runs over Berlin have anything to do with the spies with this damn war going on? Tune in.

The Fremont Mystery Train will commit murder.
Come find out who done it!

Those that wish, may want to dress in 1940's
period or black/white clothing.



Want to be a part of this show?

Please contact Barb Westcott at:

barbwestcott@cox.net or

1808 Franklin St., Bellevue, NE 68005, so that she
can forward your information to the
production crew.



**THE COST OF THE "FUN NIGHT FELLOWSHIP" IS
INCLUDED WITH THE MEAL PRICE**

The following is from the Official Blog of the U.S. Coast Guard Auxiliary

COAST GUARD AUXILIARY CELEBRATES 73 YEARS HELPING KEEP AMERICA SAFE

WASHINGTON - The U.S. Coast Guard Auxiliary celebrates its 73rd anniversary of service to America June 23, 2012. As the uniformed, volunteer component of the Coast Guard, Auxiliary members dedicate countless hours each year toward supporting the Coast Guard in nearly all of the service's mission areas.

In the 1930's, rowing and yachting races were among the most popular spectator sports in America. With WWII on the horizon and more than 300,000 boats operating in U.S. waters, Congress passed legislation June 23, 1939 forming the Coast Guard Reserve — a civilian organization with the primary purpose of providing boats and support to the Coast Guard during times of need.

On Dec. 7, 1941, Lt. Cmdr. Frank D. Higbee ordered the Auxiliary to duty in the 11th Naval District (Calif.) and told them in effect: "Come back with your shield, or on it!" Recruits flooded into Coast Guard Reserve (Auxiliary) flotillas in a burst of patriotic fever. The organization's membership soared to over 50,000 as these new members worked performing coastal defense and search and rescue duties — including firefighting and anti-submarine operations.

Congress officially changed the organization's name from the Coast Guard Reserve to the Coast Guard Auxiliary on February 19, 1942. A formal Coast Guard Reserve was then established in which enrollees were subject to military law and the Articles of War.

Following the war, the "four cornerstone" missions of the Coast Guard Auxiliary; member services, recreational boating safety, operations and marine safety, and fellowship, were formulated in the 1950's. Vessel Safety Checks and public educations became key activities performed by Auxiliary members as the organization shifted its focus to promoting recreational boating safety.

The Coast Guard Auxiliary has had its share of famous members. Actor Lloyd Bridges and CBS News anchor Walter Cronkite were both honorary commodores, helping to promote the Coast Guard Auxiliary and its missions. The tradition of celebrities working with the Coast Guard Auxiliary continues today with notable personalities such as Dan Marino, Don Shula, Arnold Palmer, David Hasselhoff, Charlie Daniels, Roy Clark, and many others.



LOS ANGELES - A Coast Guard Auxiliary boat crew member tends a trail line during helo-hoist training on Santa Monica Bay with an HH-65 "Dolphin" helicopter from Air Station Los Angeles. The Auxiliary provides valuable training platforms for Coast Guard aviation assets needing experience hoisting from a variety of vessel types. U.S. Coast Guard Auxiliary photo by Stephen Lee.

Today, more than 30,000 Coast Guard Auxiliary members continue to provide support to Coast Guard units across the U.S. and its territories. On average, the Coast Guard Auxiliary saves one life, assists 28 people, conducts over 50 safety patrols, performs more than 250 Vessel Safety Checks, educates over 270 people on boating safety, participates in over 100 Coast Guard operational support missions, and works with a wide variety of local partners and government entities every day.

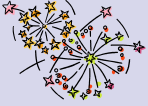


CAPE MAY, N.J. - U.S. Coast Guard Auxiliary Vessel Examiner Richard Weiss inspects a life jacket during a Vessel Safety Check at Bree-Zee-Lee Yacht Basin. Each year, the Coast Guard Auxiliary conducts thousands of complementary Vessel Safety Check inspections for recreational boat owners across the nation. U.S. Coast Guard Photo by Petty Officer 3rd Class Jonathan Lindberg.

"Our all-volunteer Auxiliary is an essential component of the U.S. Coast Guard," said Coast Guard Commandant Adm. Bob Papp. "For 73 years, they have actively promoted boating safety through a variety of educational and inspection programs, and helped perform Coast Guard operations alongside their active, reserve, and civilian counterparts. We could not meet the demands for our unique services without them."

JULY 2012



SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4 INDEPENDENCE DAY 	5	6	7
8	9	10	11	12	13	14 Boating Safety Class @ Cassling
15	16 1930 hrs Flotilla 33-1 Meeting	17	18	19	20	21 Go Fishing Omaha @ Lake Wanahoo 1000 -1400
22	23	24	25	26	27	28 Ollie Webb Center "Day on the Water" Platte River State Park 1200-1600
29	30	31				

AUGUST 2012



SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20 1930 hrs Flotilla 33-1 Meeting	21	22	23	24	25 World o' Water Wehrspann Lake Chalco Hills
26	27	28	29	30	31	