

“The Fun One”

VOLUME 3, NUMBER 10 OCTOBER 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

Send articles for "The Fun One" to:
Barb Westcott
1808 Franklin St.
Bellevue, NE 68005-3456
Fax: 402-397-2306
E-mail: barbwestcott@cox.net

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Guard Auxiliary 8th Western
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U.S. Coast Guard or U.S. Coast
Guard Auxiliary.

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

SCHEDULE OF EVENTS

13 Oct	Division Elections and Awards Dinner in Atlantic Iowa
15 Oct	Flotilla 1 Election Meeting
19 Nov	Flotilla 1 Meeting

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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



Let me start by thanking all of our members that were on the fall business committee and were able to help at the fall business meeting. I was very pleased at the number of our flotilla members supporting this great effort. As I talked to some of the folks and the comments of the division staff, this was a huge success. The reason, all of your hard work and dedication! So again thank you, as you all did a fantastic job.

We have finished up the boat crew training for the new crew members and will be getting their QEs scheduled in the next couple of weeks. You worked very hard at your training and getting out on the water to get this completed. Most of the boat crew/coxswains have all of their required hours and training requirements completed. We still have a couple that need to finish up a couple of their requirements before year end.

We have the upcoming flotilla elections this month for new leadership. We will also need to form some committees for year end. As I look to things that we need to continue working on, the one item that always pops up first: **recruiting**. We still need to find those individuals that can contribute to this organization and our missions. We also should be thinking about the way some things were done this past year. If you think something could have been done better, then offer suggestions or your ideas. One thing new we did this year was doing flotilla meetings via WebEx. Was this a good idea? What do you think?

I know that I have said this before, but it I feel is very important. We have had many challenges, and you all have stepped up. I want to express my deepest appreciation to each and every one of you for your dedication and commitment to each of our missions.

Barclay Stebbins, FC



“Team Coast Guard” is a phrase that we all have heard or seen. I can think of no finer example of this concept than was demonstrated in the latest FBM (that’s fall business meeting for Frank) which was recently held here in Omaha.

As many of you know, I opened my mouth and became the chairperson for the hospitality room for that event. Being a “Shiner,” I had attended several conventions and their associated hospitality rooms and as such had an idea of what it took to put on a successful event, and as a result, WE were successful. The food was good and plentiful but what really shined was YOU.

The room could not have been the success it was without the devotion of the members of our division who stepped up to the plate and contributed in excess of 500 man hours (approximately) seeing to it that our guests were welcomed into the hospitality room and saw to it that the food was ready to go and available to our guests.

During the event, I attempted to personally thank each and every one of those who helped, but I may have inadvertently missed someone, so THANK YOU!

We had members from almost every flotilla in the division so listing all the names would, no doubt, result in leaving someone out. Not wanting to insult anyone, I won’t. But I will say that the hospitality room would NOT have been the success it was without the participation of all involved. AND I would like to offer my apologies to the next host (in Denver) as they have a lot to live up to.

If you go to the 8th Western River web site, then go to “What’s New.” You will find the pictures and videos that were taken by Penny Bailey at the fall business meeting.

Again thanks to all who participated,

James Westcott, VFC

Crew Training August 11, 2012

Pictures by B Stebbins



U. S. Coast Guard Auxiliary History Highlights

<http://www.history.auxpa.org/>

June 23, 1939 Congressional legislation establishes the Coast Guard Reserve as a volunteer civilian organization the purpose of which is to promote recreational boating safety and to facilitate the operations of the Coast Guard.

February 19, 1941 Congressional legislation changes the name of the Reserve to the Auxiliary and in addition, creates a military Coast Guard Reserve under which enrollees are subject to military law and the Articles of War.

June 1942 Congressional legislation allows Auxiliarists to enroll as part-time or intermittent members of the Coast Guard Reserve. Thousands of Auxiliarists enroll themselves and their vessels in the Reserve. Over fifty thousand temporary Reservists served during the war patrolling harbors, factories, bridges, and docks; fighting fires; providing emergency and disaster assistance; conducting search and rescue and anti-submarine warfare; training; giving blood; selling war bonds; recruiting SPARs (CG women reservists). (An equal number of Auxiliarists served, but many held both titles simultaneously, so the 50,000 figure is used for both the number of Auxiliarists and temporary Reservists.)

July 1942 Coastal Picket Force is formed; Auxiliary enrolls large sailboats and motor-cruisers and mans a number along with newly recruited yachtsmen for anti-submarine work along 50-fathom curve of Atlantic Coast.

Integrated Army-Navy-Coast Guard coastal and beach patrol system established consisting of mounted, foot, canine, and afloat units. Temporary reservists serve in all branches.

December 1942 Temporary reservists required to transfer to full-time active duty, if physically fit, or serve part- or full-time on a volunteer basis or resign from service.

November 1942 Congressional legislation allows women to enroll as temporary Reservists. This included Auxiliary members who numbered approximately 100, as of March 1943.

1944 Congressional legislation allows aircraft and marine radios to be used as facilities to assist with search and rescue operations.

1946 Flotillas established in Puerto Rico and U.S. Virgin Islands.

July CG-170, "Instruction to Coast Guard Auxiliary," first Auxiliary manual issued.

1947 Courtesy Marine Examination Program (CME) is launched in the 7th District.

January 1948 Public Education program launched at the New York National Boat Show.

1950 First 8-lesson boating safety course developed.

1951 Bert C. Pouncey, Jr. elected first National Commodore at the first National Conference; National Board is created.

Continued on the next page

1952 AUXOP established as original premier operational training program.

1953 CG-289, first Courtesy Marine Examination manual issue.

1955 Academy Introduction Mission (AIM) program is begun which recruits potential cadets for the U. S. Coast Guard Academy. Presently, approximately 200 high school students get a taste of "swab summer" prior to their senior years by attending AIM Week at the Academy each year.

Operations in 17th District in Alaska reactivated following hiatus after World War II.

1957 Ole Evinrude Award presented to Auxiliary for its "outstanding contribution to recreational boating afloat."

1958 Auxiliary helps implement provisions of the Federal Boating Act as well as new vessel numbering system through the public education and CME programs. State law enforcement officials are trained in the new law and seamanship. Between 1950 and 1960, 18 million Americans move to the suburbs, a factor that increases the number of boating "enthusiasts" to 40 million by 1959.

June 4 President Dwight D. Eisenhower proclaims National Safe Boating Week under Congressional resolution. First initiated under the leadership of Steve Sadowski of the 1st Coast Guard District in 1952.

1959 First operations manual/training course initiated.

1961 The *Navigator*, the national publication of the CG Auxiliary commences publication.

1962 National Oceanographic Administration enters agreement with Auxiliary for chart updating.

1964 Auxiliary conducts chart-updating nation-wide for Coast and Geodetic Survey.

1967 Coast Guard transferred from the Department of Treasury to Transportation

1968 Auxiliary adopts navy blue ensign/emblem with white stripe.

Auxiliary receives National Safety Council citation for distinguished service to safety.

1969 Boating Skills and Seamanship course required for membership; expanded to 12 and 13 lessons.

1971 Under the 1971 Federal Boating Act, Auxiliary flotillas are allowed to open on sole-state waters. Federal construction of inland lakes, dams, and reservoirs greatly increases boating in western and plains states and scores of flotillas begin to operate there. As a result the search and rescue caseload soars, reaching a peak of 58,000 persons assisted in 1980.

1973 Youth courses begin with development of Water 'n Kids course.

Auxiliary takes over seven small boat stations on Great Lakes.

Continued on the next page

1975 Coast Guard adopts "Bender Blue" uniform, replacing khakis.

1979 Bolling Douglas of the 7th District elected first female district commodore.

1984 Auxiliary Boat Crew training program is established under which coxswains and crew members are tested on seamanship and search and rescue operations by specially qualified examiners.

1989 50th Anniversary of Auxiliary celebrated; history program established.

1990-91 Coast Guard begins integration of Auxiliarists into everyday operations: Auxiliarists inspect commercial fishing vessels, fly as air observers in C-130 aircraft, work in Coast Guard offices, qualify as Coast Guard boat crew.

1993 First Personal Water Craft (PWC) utilized as Auxiliary facilities.

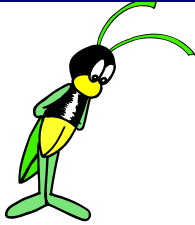
1996 Congressional legislation expands role of Auxiliary to include any Coast Guard mission, except direct law enforcement and military operations, as authorized by the Commandant.

2001 For the first time since World War II, Coast Guard Auxiliary lends major operational support to Coast Guard in protecting U.S. cities, coastlines, ports, and citizens against foreign attacks, due to Al Qaeda terrorist attack on New York City and Washington, D. C., on September 11.

Auxiliary publishes first official history, *United States Coast Guard Auxiliary: A History, 1939-1999*, authored by John A. Tilley of East Carolina University (U.S. Government Printing Office)

2002 U. S. Coast Guard transferred from the Department of Transportation to the Department of Homeland Security.





BY THE INFORMATION BUG

OCTOBER 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 :

Popular Mechanics at:

<http://www.popularmechanics.com/outdoors/recreation/boating/1276866>

Winterize Your Boat

Before you put your boat on ice for the winter, here's what you need to do to protect your investment.

BY CLIFF GROMER

Why put time and money into a boat that you're not going to use for six months? That's an all-too-common attitude when it comes to winterizing chores. *Beeeg* mistake. Winter weather can wreak havoc (cracked blocks, corrosion, etc.) on a boat that's not prepared for hibernation. Another tip: If your boat needs professional help and you wait until spring to get it, you're hitting the boat doctor at his busiest time. So it pays to take care of any problems and dealer-required maintenance in the fall, before your craft is clutched by winter's icy grip.

The Hull Story

Winterizing is more than just sloshing in some fuel stabilizer, draining the engine and adding antifreeze. Consider it to be a methodical process that runs from bow to transom. Because boats and engines differ, start by checking the winterizing/storage sections of your owner's manual.

Fiberglass is made to stand up to the ravages of summer sun and salt water, so a little snow is not a problem - or is it? Ice accumulation can split open hatches and window tracks, causing leaks. So outside storage demands the proper boat cover. More on this later.

Check the hull, looking for stress cracks (common around the bow eye) and gelcoat blisters. Stress cracks can indicate structural damage, and anything serious should be looked at by a professional. The drill with blisters is to puncture, drain, dry and patch with an epoxy-based filler made for this purpose. If your hull is aluminum, bang the drum slowly with a rubber mallet to knock out dents.

Barnacles and any other unwelcome guests tagging along on your boat bottom should have their free-ride privileges terminated by scraping and then sanding any residue. A good pressure washing is in order to remove dirt and the dreaded sea scum. You'll make this job a lot easier in the future if you apply a product such as 3M's Marine Ultra Performance Paste Wax. It creates an acrylic shield over the hull to prevent dirt from penetrating into the wax. The crud stays on the surface where it can be hosed off easily.

an acrylic shield over the hull to prevent dirt from penetrating into the wax. The crud stays on the surface where it can be hosed off easily.



Inside Scoop

Winter air can be humid or dry, and both conditions can bring grief to vinyl interiors. Vinyl cleaners and protectants, available in gels and sprays, can prevent your vinyl from drying out and cracking. More insidious is moisture that opens the door to mildew. More than one boat owner has unzipped his boat in the spring only to find the interior looking like a science project with mold and mildew everywhere. The fix here is to vent your boat cover for good airflow to minimize trapped moisture. Mildew sprays are a big help, as are chemical dehumidifiers that pull excess moisture from the air.

Not content with just getting cozy with your interior, moisture likes to do other nasty things, like corrode your on-board electronics and electrical system. If your wiring is of the nonmarinized variety, it's especially prone to corrosion that can cause shorts, blown fuses and a big migraine - with a large service bill to match. Remove any electronics that you can, and let them winter in a kinder environment. Then, spray all exposed electrical connections with a moisture-displacing lubricant. Now is also the time for a thorough cleaning of all brightwork, vacuuming/washing of the carpets and deck, and a general overall grime-busting expedition.

If your boat has a removable head, clean and dry it before you store it. Built-in units, including sinks and showers, should be drained and pumped with antifreeze.

When choosing a boat cover, make sure the cover protects the waterline. Polytarp covers are relatively inexpensive but, as with any cover, they should be used with a frame to distribute the weight of snow evenly and away from the weak areas of the boat. You can make your own frame from 2 x 4s or 2 x 2s or PVC pipe. There are also kits that allow you to make a reusable frame from aluminum tubing using special clamps that attach the tubes at any angle.

Polyvinyl covers are often used for maximum water repellency and resistance to mildew and stains. Be sure the cover is securely tied down or taped so wind won't get underneath the cover, blowing in snow or shredding the cover itself.



Motor Matters

Winter's biggest dangers to engines are freezing, corrosion and fuel degradation. Pull the engine cover and check for such problems as frayed or loose wires, connections and clamps. Check the condition of all hoses and replace those that are mushy or that show cracks. Check the condition of the belts and adjust the tension if necessary. Touch up any paint nicks to prevent corrosion. Run the engine up to temperature and change the oil and filter.

Flush the engine with fresh water. Some outboards have an attachment for a garden hose to make the job easier. Otherwise, use "earmuffs" to reverse flush outboards and sterndrives. Idle the engine when flushing, making sure it doesn't overheat, until the water flushes clean. Clean all outboard telltales with a piece of wire, and store the engine in a vertical position to make sure the water drains completely. Even a small amount of water left in the engine can freeze and cause big damage. Inboards and sterndrives require refilling with propylene glycol anti-freeze to prevent small ice pockets from forming, which can crack the block.

Gasoline breaks down in storage - the lighter fractions evaporating off and the heavier ones forming a jet-clogging and injector-sticking varnish. The degrading action can begin in as little as two weeks, and the fuel's octane rating decreases in the process. Add fuel stabilizer to the tank and idle the engine for 10 to 20 minutes to distribute stabilizer throughout the system.

To protect engine internals from rust and corrosion, remove the engine flame arrestor and spray fogging oil down the carburetor with the engine running. Shut off the fuel supply - either with the fuel valve or by pinching off the fuel line - to burn up the remaining fuel in the carb/fuel-injection system. When the engine stops, pull the spark plugs and squirt some fogging oil into the cylinders. Rotate the engine a few times for a good oil coating and reinstall the plugs. An alternative is to disable the ignition and crank the engine while spraying fogging oil down the carb.

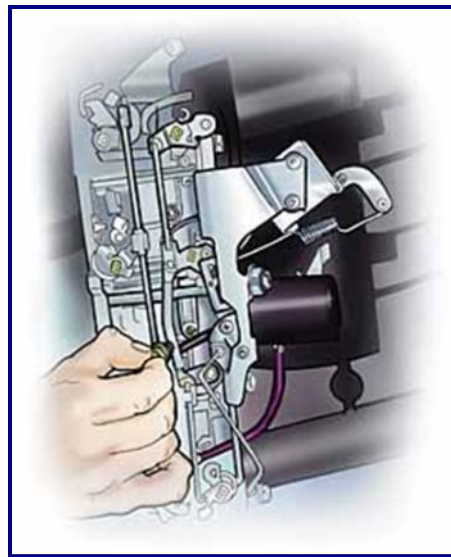
Fogging oil is relatively sticky, and there's a possibility of it hanging up an injector if it's used on fuel-injected engines. To be on the safe side, use two-cycle oil instead of fogging oil, following the above procedures. Also, add some two-cycle oil to the fuel along with the stabilizer.

On four-cycle engines, the main jets in the carb are so small that even a tiny amount of fuel left in the carb can gum them up. You need to remove the carb drain plug to extract all of the fuel.

Moving to the stern end, wedge a block of wood between the prop and antivibration plate, loosen the prop nut and pull the prop. Check the condition of the prop, hub and splines. Changing the water pump impeller is cheap insurance against water pump failure next season.

Drain the gear case lube and look for a milky color, which would indicate water in the oil. Also look for metal chips, which mean your gears are grinding more than horsepower.

If you're conscientious about winter maintenance, your reward will be a quick launch in the spring - instead of time spent stuck on the trailer.



Engine Winterizing Guide		
Maintenance	Outboards	Inboards/ Sterndrives
Add gas stabilizer	•	•
Check plugs, wires, rotor, cap	•	•
Check belts, adjust tension		•
Check hoses	•	•
Clean fuel screens, replace fuel filter	•	•
Check shift/throttle cables and settings	•	•
Lube shift/throttle cables and linkages	•	•
Flush cooling system	•	•
Drain block, manifold, circulating pump and coolers		•
Fill block, manifold and circulating pump with antifreeze		•
Change gear lube	•	•
Change oil and oil filter	•	•
Check gimbal bearing		•
Grease U-joints and gimbals		•
Lube engine coupler splines		•
Check/replace sacrificial anodes	•	•
Fog engine	•	•
Check steering and power trim fluids	•	•
Touch up nicks and scratches	•	•
Check propeller/hub	•	•
Check/lube splines	•	•
Replace water pump impeller	•	•
Spray electrical connections with moisture repellent	•	•
Spray entire engine with anti-corrosion treatment	•	•
Check fuel line and bulb	•	
Remove battery and recharge if necessary	•	•


OCTOBER 2012



SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13 Division 33 Elections and Awards Dinner in Atlantic Iowa
14	15 1930 hrs Flotilla 33-1 Meeting	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

NOVEMBER 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 1930 hrs Flotilla 33-1 Meeting	20	21	22 THANKS- GIVING DAY 	23	24
25	26	27	28	29	30	