

# “The Fun One”

VOLUME 4, NUMBER 4 APRIL 2013



**Flotilla 33-1  
40 & 8 Club  
3113 S. 70 St.  
Omaha, Nebraska**

## FLOTILLA 33-1 OFFICERS

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

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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

6 Apr	Boating Safety Class
15 Apr	Flotilla 1 Meeting
20 Apr	Division Meeting and Training Mahoney State Park
27 Apr	Safety Expo - Westroads Mall
20 May	Flotilla 1 Meeting
23 May	Safety Day at Offutt AFB

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



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## FLOTILLA COMMANDER'S MESSAGE



**APRIL 2013**

Now is the time for all good men to come to the aid of their country. Yes it is a typing exercise, but let's give it some more thought. If we use the word 'men' in its empirical meaning, that is to mean all humans, then the exercise is well adapted to our missions. With spring now here (okay it snowed last night but the calendar says spring right . . .); it is time for us to dust off the VE, PV, and crew manuals, etc., check for and update them as applicable, then plan and get out there to meet the public. Be visible, polite and friendly, and let them know we are available to help them. Always remembering that an ounce of prevention is worth a \_\_\_\_\_ of \_\_\_\_\_. (If you have never heard of that phrase, give me a call, and I will fill in the blanks for you).

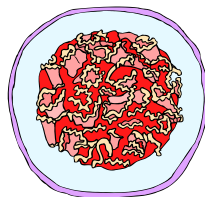
While I am still awaiting word from two of our "snow birds" regarding their participation in a QE session, make no doubt about it we will be having a QE session even if it is for only one candidate.

Remember as we go forth on our respective missions, be visible, be polite and be safe. Not necessarily in that order.

Respectfully

Jim Westcott FC  
8WR 33-01

P.S. - Don't forget the spaghetti dinner at the VFW before our next meeting - be there at 1800 hrs,



# **US COAST GUARD AUXILIARY**

## **Division 33, Eighth Western Rivers**



**MAHONEY STATE PARK**  
**28500 W. Park Hwy, Ashland, NE 68003**  
**Park entry permit required \$5/day or \$26 annual**

**19 APRIL 2013 1900-2200**  
**FELLOWSHIP**  
**Cabin 50**  
**BYOB and snacks to share**

**20 APRIL 2013 0930-1700**  
**DIVISION 33 MEETING and TRAINING**  
**Uniform of The Day Tropical Blue**  
**Lunch on Your Own**

**AWARDS BANQUET AND CEREMONY**  
**Uniform of The Day Tropical Blue**  
**SOCIAL HOUR 1830 Cash Bar** **DINNER 1900**

**Rosemary Chicken \$24.00**  
**New York Strip \$26.00**  
**Grilled Salmon \$24.00**

**R.S.V.P. With Menu Choice To**  
**Jean Goble, DCDR by April 13, 2013**  
**Phone 402-397-2916 or 402-740-0100 Email [njgoble@cox.net](mailto:njgoble@cox.net)**

**FELLOWSHIP IN CABIN 50 FOLLOWING THE BANQUET**  
**BYOB and snacks to share**

**The following article may be found at the website listed below:**

[http://www.mackinacislandnews.com/news/2012-02-11/Columnists/A\\_Look\\_at\\_History.html](http://www.mackinacislandnews.com/news/2012-02-11/Columnists/A_Look_at_History.html)

## **A Look at History**

U.S. Coast Guard Is Longtime Friend of Mackinac Island

BY FRANK STRAUS



U.S. Coast Guard

“The *Huron* was in the ice,” my father told me. “The Coast Guard had to come out (from St. Ignace) and free it up.”

Most *Town Crier* readers will have heard by now of the mishap that affected one of the last boats of the season Friday, January 27, as the 4 p.m. Arnold boat found a large field of brash ice floating off Mackinac Island’s West Bluff. Boats and ice do not like each other, and the *Huron* had to cut its engines and wait until a Coast Guard cutter, the *Biscayne Bay*, came out from St. Ignace to free it up and escort it back to its dock. Sixty-eight passengers found themselves spending more time on the waters of the Straits of Mackinac than they had expected.

How times change – or don’t change! Back in 1979, a group of adventurous State Park summer employees went out for a picnic on the rubbly shore of nearby Round Island. An unexpected storm came up and the picnic became an unplanned campout. We were rescued early the next morning, because Fort Mackinac needed its guide staff. The rescuers: St. Ignace’s Coast Guard.



The rescue boat and its crew shoots down the station house ramp into the water during a rescue drill. Speed was of the utmost importance. (Photographs courtesy of Tom Pfeiffelmann) For almost 50 years, from 1915 until the 1960s, the Straits of Mackinac Coast Guard base was on Mackinac Island itself. The seamen lived and worked in the small harbor-front building that now serves as Mackinac Island’s Visitor Center. Construction of the Mackinac Bridge had, however, freed up a prime slice of St. Ignace dock

Continued on the next page

space that was no longer needed by the *Vacationland* and other state-operated car ferries. In 1966, construction began on the new St. Ignace station. Classified as a “heavy-weather small boat station,” it and its men have guarded the Straits, northern Lake Michigan, and northern Lake Huron ever since.



Walt Kirkendall headed the new Coast Guard station at Mackinac Island from 1916 to 1918. The *Biscayne Bay* is called a “cutter” in line with U.S. Coast Guard (USCG) tradition. The predecessor of our Coast Guard was founded in 1790 by Alexander Hamilton (the Secretary of the Treasury whose face looks out from our \$10 bills) as the Revenue Cutter Service. In 1790, the U.S. Constitution was only three years old and the actual federal administration, headed by President George Washington, was only one year old. Hamilton’s goal in 1790 was to put the economic life of the fledgling United States on a secure basis and, incidentally, to help out his New York City banker friends by imposing a schedule of import duties upon goods such as wine, silk, porcelain, coffee, and tea that the new country had to import from abroad. The tariffs enacted by the year-old Congress were so high as to encourage smuggling, and the new U.S. revenue cutters were light sailing vessels with masts set a bit back from the bow and carrying two or more headsails. Pulling the mast back meant that the boatbuilder of a cutter could fashion a sharp, fast hull. The fore-and-aft rigging of a cutter, combined with the headsails, meant that an energetic crew could overhaul most of the other sailing vessels that existed at that time.



A Coast Guard lifeboat rescue drill in the Mackinac Island harbor in the early 1900s. When the United States established a presence on the Great

Lakes under Jay's Treaty in 1796, the laws of the United States nominally applied to the Straits of Mackinac. The young country did not yet have the means, however, to enforce its customs laws and tariffs upon the harbor of Mackinac Island. For many years, the shops and warehouses of Market Street continued to carry goods made in England. Only after the War of 1812 were these federal laws enforced in northern Michigan Territory. For many years after this war, a Custom House stood on Mackinac Island's waterfront, and goods imported from Canada had to be inspected here and a tax paid.



The Coast Guard lifeboat at what is now the State Park Visitors Center dock, with the Arnold Dock to the right. (Photograph courtesy of Tom Pfeiffelmann) In 1915, under a governmental reorganization, the Revenue Cutter Service was merged with the U.S. Life-saving Service to form the United States Coast Guard. Our Island's Visitor Center, built in the year of the merger, is a monument to the new government agency, which took on new responsibilities with the join-up. From 1915 on, the sea-going infrastructure of the Great Lakes, including some of our most familiar maritime icons, would be maintained by the USCG. While the Mackinac Island station was in operation, state-of-the-art navigational aids included lighthouses and foghorns, and boats shuttled back and forth from our Island's harbor to isolated light towers far out in the Great Lakes, such as Grays Reef, Poe Reef, and White Shoal Light, to bring food and other supplies to the light keepers.

Technology caused these responsibilities to begin to shift in the 1960s. At the time our Station was moving to St. Ignace, the United States was beginning to shoot satellites into space. Soon, orbital-spacecraft-based global positioning machinery and satellite based weather predictions would be throwing the familiar lighthouses and storm flag signals into the shade. Today, in 2012, some of the lighthouses and light towers of the Upper Great Lakes have been semi-privatized; they remain official aids to navigation but are now kept up by groups of friends who look after their physical maintenance. Our familiar Round Island Lighthouse, with its blinking white light, is a good example of this shift in the Coast Guard's responsibilities. Another example is the light on St. Helena Island, west of St. Ignace and the Mackinac Bridge.

The Coast Guard continues to drop and pull the buoys that mark shoals and narrow passages such as the Round Island Channel. Some of the buoys are armed with clanging bells that tell the boater when the waves are kicking up. Listen to these bell buoys next spring, if you can. Their sounds, alone, will tell you when it's clear and when it's foggy. Sound travels differently, and changes its timbre in different ways, depending upon the humidity of the air. The bells themselves, with their melancholy clank, seem to feel the passage of time.





**8th Western Rivers Region**  
**8WR District Web site**  
**April 1, 2013**

To submit a story or article to 8 WR Express: [onecent@centurytel.net](mailto:onecent@centurytel.net)  
To submit a story or article to Western Rivers Newsletter : <mailto:jreiss@uscaux3303.info>

***Sunday, March 31, 2013***

## **COUNTERFEIT FIRE EXTINGUISHERS**

The Coast Guard has recently become aware of counterfeits of *U.S. Coast Guard approved* portable fire extinguishers manufactured by Amerex Corporation and Buckeye Fire Equipment. Both companies are major producers of genuine approved fire extinguishing equipment and serve a worldwide market. These counterfeit extinguishers present a significant safety hazard. Their capability to extinguish a fire is unproven; they may be charged with a powdery substance that is not a fire extinguishing agent, the ressure cylinder is not DOT approved, and the pressure gauge may not function or give false readings.

The dry-chemical counterfeit extinguishers are size B-II and may be identified by several distinguishing features:

Counterfeit units may have duplicate serial numbers. Genuine approved extinguishers will have a unique serial number for each extinguisher. For counterfeit Amerex extinguishers, the serial № V-654690 has been reported. There may be other serial numbers used on the counterfeits. For counterfeit Buckeye Extinguishers, the serial № K-094927 with a red handle and serial № YMU76222 with a black handle have been reported. The labels on counterfeit extinguishers may be simply printed. Labels on genuine approved extinguishers will include a security imprint / texture behind the UL LISTED logo, classification, testing and approval data. Genuine Amerex Corporation extinguishers will have a pattern of scored "circles," and genuine Buckeye Fire Equipment extinguishers will have the letter "S" scored into the label. The bottoms of the counterfeits have a rounded curved in lip as shown on the right side of the image on the right. The bottom of a genuine Amerex extinguisher is shown on the left side of the image. Genuine Buckeye extinguishers will have a date stamped on the bottom.



Continued on the next page



## ***Inspections and Compliance Directorate***

### **Genuine Counterfeit**

The counterfeit extinguishers have been reported to have black or red plastic handles. Genuine approved dry-chemical B-II extinguishers typically have handles that are constructed of silver-colored aluminum (although there are some with plastic handles).

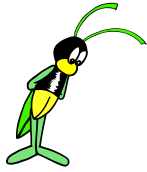
Pressure gauges on the counterfeit units may be the wrong color. The gauges on genuine approved Buckeye dry-chemical extinguishers will have a red background.

Counterfeit extinguishers may have welded seams on the sides of the cylinders. The Coast Guard believes that counterfeit production is not limited to Amerex Corporation and Buckeye Fire Equipment. There has been unconfirmed mention of a possible case with Badger portable fire extinguishers. However, at this time there have been no confirmed reports of counterfeit units from other manufacturers.

The Coast Guard **strongly recommends** that vessel owner / operators inspect their equipment. Inspectors, surveyors, owner / operators and others suspecting that they may have identified counterfeit extinguishers should contact the Coast Guard Office of Design and Engineering Standards immediately. Please provide a description of the suspect units, including if possible photographs showing full front, rear, and bottom views of the extinguishers, along with close-ups of all labels, and submit this information to [typeapproval@uscg.mil](mailto:typeapproval@uscg.mil) with a copy to [anticounterfeiting@uscg.mil](mailto:anticounterfeiting@uscg.mil).

This Safety Alert is provided for informational purposes and does not relieve any foreign or domestic requirement. Developed by the Lifesaving and Fire Safety Division, U.S. Coast Guard Headquarters, Washington, DC and distributed by the Office of investigations and Causal Analysis





# ***BY THE INFORMATION BUG***

## APRIL 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://boatsafe.com/nauticalknowhow/heavy.htm>

### **Boating in Heavy Weather - Part I**

#### ***Preparation For Heavy Weather***

This week's tip is all about preparing yourself for heavy weather. If you have kept a proper lookout, developed a "weather eye" and monitored the weather on your VHF radio, you should have plenty of time to get prepared. Obviously, the best way to handle rough weather is to get to shore immediately and avoid it completely. However, this may not be practical if you are on an extended cruise. In this case, you should prepare yourself, the vessel and your crew for what is to come.

As boats vary in design and size, and weather conditions vary in severity, so does the laundry list of precautionary items that need to be performed. The following list was accumulated from various resources and from input from those who answered last week's question concerning "what to do if heavy weather is approaching." Thanks to those who contributed. For novice boaters we have defined some of the, perhaps, unfamiliar terms such as jack line, sea anchor and drogue below.

#### ***What Every Skipper Should Know***

- Meet with the crew to explain the situation and reassure them. Make sure that they know what to do, and what not to do, when the extreme weather arrives. Explain such things as keeping low in the boat, not moving around excessively and not going out on deck unless necessary. Give them all an assignment to keep them occupied and keep their minds off the situation.
- Determine position of storm, wind direction, speed and estimate time to your location.
- Secure all hatches; close all ports and windows. (Keep the water on the outside.)
- Pump bilges dry and repeat as required. This helps eliminate "free water affect." (Sloshing of water in the bilge as the boat rolls which can effect stability.)

Continued on the next page

- Secure all loose gear above decks and below. Put away small items and lash down larger ones. Anything you want to have when the storm passes must be secured.
- Break out PFDs and foul weather gear and exercise your authority as skipper by requiring them to be worn by everyone on board. Do this before the weather gets bad, don't wait too long.
- Ready emergency equipment that you may need such as hand pumps, bailers, first aid kit, sound signaling device, etc.
- Get a good fix of your position and plot it on your chart. Make note of the time, your heading and speed.
- Make plans to alter course to sheltered waters if possible.
- Continue to monitor channel 16 on your VHF radio for updates to severe forecasts.
- For extremely severe weather, break out your abandon ship procedures and review them.
- Make sure the life raft is ready to be deployed.
- Make sure emergency food and water are in the life raft.
- Rig jack lines (see below for definitions) and/or life lines and require anyone who must go on deck to wear a safety harness.
- Make ready your sea anchor or drogue if needed.
- Turn on navigation lights.
- Keep away from metal objects.
- Change to a full fuel tank if possible.
- Keep a sharp lookout for floating debris and other boats.  
If you have a choice, do not operate the boat from the flybridge.



***Prevent getting caught in heavy weather by developing a "weather eye," listening to your radio, and heading for shore before it becomes an emergency.***

**Jack Lines** - lines rigged along the outboard decks running from the bow aft. This allows you to attach the tether from your safety harness and move forward and back at will.

**Life Lines** - usually vinyl or plastic covered wire rope at the sides of the boat's deck to keep the crew from falling overboard.

**Safety Harness** - a nylon web harness worn in rough seas or heavy weather. It has a tether with a clip. The clip is attached to the jack lines or lifelines so that if you are washed overboard in a storm you are still attached to the boat.

**Sea Anchor** - A floating canvas cone, held open by wire rings, with an opening in the smaller end, and a rope bridle at the larger end attached to a line leading to the bow of the boat. It is used in storm conditions to (a) keep the bow of the boat into the wind, and (b) slow the downwind drift of the boat.

**Drogue** - Any device steamed astern to check a boat's speed and/or to help keep the stern perpendicular to the waves in a following sea.



***Stay tuned for the May Information Bug that will feature  
Heavy Weather Boat Handling - Part 2***



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**8WR District Web site**  
**April 1, 2013**

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To submit a story or article to Western Rivers Newsletter : <mailto:jreiss@uscaux3303.info>

**Subject: Uniform Update**

Hello All,

The new wash and wear trousers are in the exchanges. When they arrive at the UDC they will be distributed to the recruits first so there might some limited sizes available to begin with. The instruction for proper care of these trousers is listed on the UDC website. Presently the new trousers can only be worn with the Tropical Blue uniforms and the Winter Dress blue. The shading is different from the service dress blue trousers.

Please remind the membership that special order uniforms take about four weeks for delivery. It does take some time for the patterns to be measured and cut in Massachusetts and then sent back to the UDC to be sewn.

The SDB jackets are readily available again.

--

Glenn Stafford, Division Chief HX  
Department of Human Resources  
United States Coast Guard Auxiliary  
H: 516-223-3644  
C: 516-582-4468

# APRIL 2013



Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 Boating Safety Class
7	8	9	10	11	12	13
14	15 1930 hrs Flotilla 33-I Meeting	16	17	18	19	20 Division 33 Training and Awards Dinner Mahoney State Park
21	22	23	24	25	26	27 Safety Expo Westroads Mall
28	29	30				

# May 2013



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 Boating Safety Class
5	6	7	8	9	10	11 Possible QE Location TBA
12	13	14	15	16	17	18 Boating Safety Class
19	20 1930 hrs Flotilla 33-I Meeting	21	22	23 Safety Day @ Offutt AFB 1000-1400	24	25
26	27	28	29	30	31	Boating Safety Class