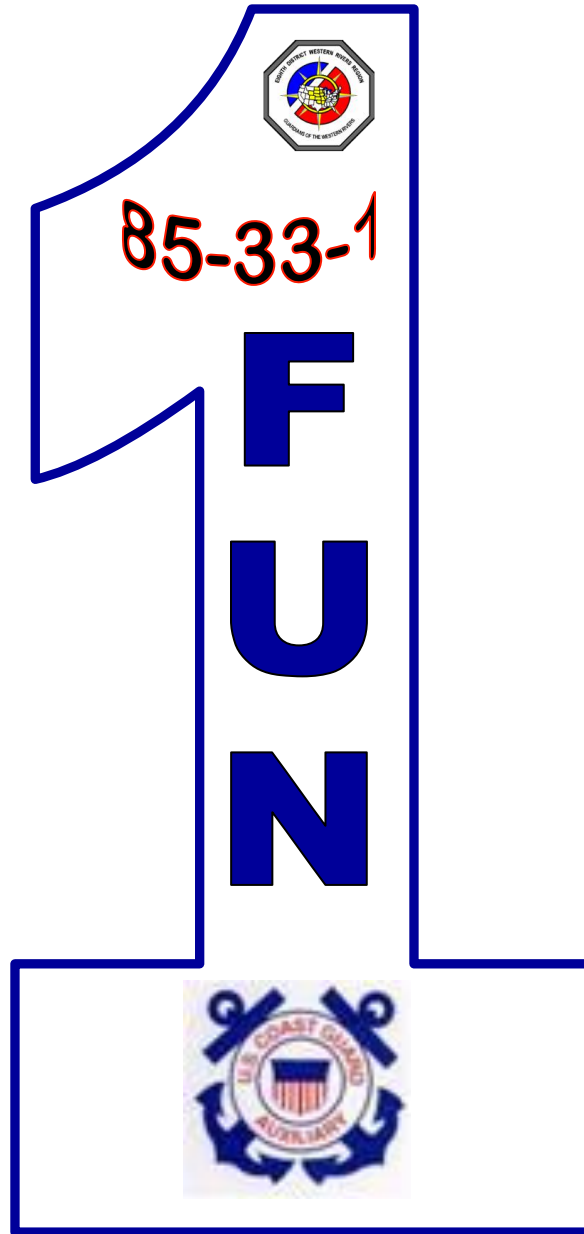


“The Fun One”

VOLUME 4, NUMBER 5 MAY 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) - Bernie McNary
 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) - 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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 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

18 May	Boating Safety Class
18-19 May	Cabela's Military Appreciation Weekend
20 May	Flotilla 1 Meeting
1 Jun	Boating Safety Class
8 Jun	Boating Safety Class
22 Jun	Flotilla Picnic at Barclay's home
29 Jun	Boating Safety Class

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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



MAY 2013

Well, I was hoping that spring time was here but it appears that Mother Nature had other ideas. Omaha posted the record snowfall for May, breaking one that stood for 40+ years. It causes one to stop and wonder just what she has in store for us as spring morphs into summer. But no matter what happens, I know that the Auxiliary and the U.S. Coast Guard will be ready, willing and able to assist as needed. With that in mind, I urge all members to check in AuxData to see what training is needed to be refreshed in order to keep your qualification(s) current.

As I am currently trying to become qualified as crew, I must give a big THANK YOU to the many members of our flotilla who have assisted me in that endeavor and to the QE staff for taking their time to make me a better asset for the Auxiliary.

With the budget difficulties currently in effect, keep in contact with Ralph Tomlinson, SO-MT (also FVC, as well as FSO-MT, etc.) as he is working diligently to bring the best possible training via the internet. Thanks Ralph for doing what you do so well.

Respectfully,

Jim Westcott
FC, 33-1



CONGRATULATIONS TO THE MEMBERS OF FLOTILLA 33-1.

**Because of your efforts and hard work,
we are the
DIVISION 33
TOP FLOTILLA OF 2012.
BARCLAY STEBBINS, FC**



**I WANT YOU
FOR SAFE BOATING
U.S. COAST GUARD
AUXILIARY**

The following article is from The U.S. Coast Guard Auxiliary Facebook Page



U.S. Coast Guard Auxiliary Celebrates Safe Boating Week 2013, May 18-24

It is finally here, beautiful boating weather and your boat is all ready for you and your family to go out on the water. This is a great time to think about how safe you and your family are on your boat. Have you taken the appropriate safe boating programs necessary to keep your passengers and your boat safe on the water? Do you and your passenger wear Personal Flotation Devices (life preservers) while underway? Has your boat passed our Free Vessel Safety Check? Congratulations if you answered 'yes' to all of the above, however most of us do not fit into that category. Our job at the USCG Auxiliary is to help you stay informed and safe at the dock and on the water.

U.S. COAST GUARD APPROVED PFD's should be worn by everyone on board your boat while underway. Oh you can swim, right? WRONG! Over 80% of the approximately 760 boating fatalities a year are from drowning due to not wearing a USCG approved PFD. ALWAYS have enough PFDs on board for all passengers on your boat and WEAR THEM! Today's PFDs come in styles for adults and children and are comfortable to wear, there are a variety of types to choose from that allow the mobility and flexibility you need when boating, fishing or paddling. Accidents happen quickly and at anytime, here in Florida that weather changes fast, there may not be enough time to grab your PFD and don it properly. Wearing a PFD not only keeps you safe but allows you to help someone else if need be.

DON'T BUI! One beer on land equals three on the water due to dehydration and exposure to the sun, wind and noise. Alcohol use affects judgment, vision, balance and coordination. It is a contributing factor in about one third of all boating fatalities. Keep your family and friends safe by not imbibing while on the water.

SAFE BOATING PROGRAMS. 80% of recreational boat operators involved in accidents had never completed a boating safety course. The U.S. Coast Guard Auxiliary 15-8 Hernando Beach offers a variety of educational programs throughout the year, including basic About Boating Safety, Navigation, Florida Law, GPS, Weather, and Suddenly in Command. Whether you are new to boating or have many years of experience we have programs that will interest you.

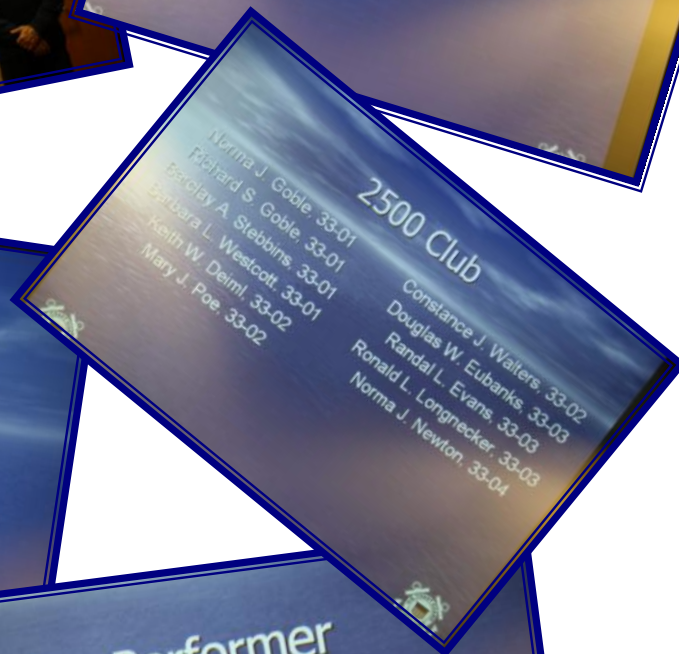
The USCG Auxiliary is the uniformed, volunteer component of the U.S. Coast Guard. We assist the Coast Guard in all of its varied missions and can be found on our nation's waterways, in the air, in classrooms and on the dock, performing Maritime Domain Awareness patrols, safety patrols, vessel safety checks and public education. If you are looking for a rewarding experience as a volunteer or just curious about what we do, come join us.



Division Training & Awards Dinner

Pictures by Jim & Barb Westcott

Some of the Awards our flotilla members received



Continued on the next page

Guest Speaker - Herb Angell



Barclay Stebbins, VCDR receiving
the Division Top Flotilla Award
From Jean Goble, DCDR



Suzanne Tomlinson
Ralph Tomlinson
and
Richard Goble



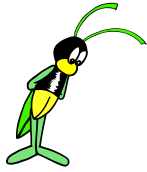
Doug Eubanks
Connie Walters
Barb Westcott
Richard Goble



Frank Reiss, IPDCDR, receiving a gift
from Jean Goble, DCDR & Barclay



Pictures by Barb & Jim Westcott



BY THE INFORMATION BUG

MAY 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>

Heavy Weather Boat Handling - Part 2

Boat Handling Under Adverse Conditions

Some of the most challenging conditions you may encounter as a skipper are the adverse conditions of "Heavy Weather." The size of your boat does not have much to do with its seaworthiness. How it will handle adverse conditions is more or less built in during the design and construction. You should never use your boat for anything other than for what it was designed and its intended use. Don't venture into waters or weather conditions which are beyond your boat's design capabilities.

What may seem heavy weather to an inexperienced boater may not bother a seasoned and weather-wise skipper at all. The body of water on which you operate has a lot to do with how severe the conditions may get. While operating on deep and large bodies of water, wave action tends to build more slowly than on large waters that are more shallow. In deep waters, wind action may only cause moderate seas with slow, rolling swells, while in shallower waters that same wind force may make steep, breaking seas.

Know Your Boat

Handling your boat in heavy weather is as individual as the skipper himself. No two boats react exactly the same in the same sea conditions. Each hull design reacts differently to the sea variables--and even two boats with the same design may act differently depending on their load and trim. Every skipper must learn the idiosyncrasies of his own boat and know how it will react as conditions change.



Meeting Head Seas

In moderate seas you should be able to slow your speed in order to ride up and over the waves rather than driving the bow into them. You also don't want to get to the top of the wave and fall off the back side burying the bow. If conditions get worse, slow down until you are making bare steerage way and hold your boat at an angle of 45° to the swells.

The more you reduce speed, the less strain will be put on the hull and superstructure. Continued pounding can pop out or break ports and windows. You really don't want to see how much water can come in a 12" port-hole.

Running in the Trough

If your course dictates that you are running in the direction of the trough of waves (parallel to them) you must take extra caution. As your boat bounces up and down from trough to trough it may roll excessively and possibly dangerously.

In these conditions in a powerboat, it is best to change course and make a series of tacks, taking the wind and waves at a 45° angle, first broad on your bow and then broad on your quarter. This zig-zag course should leave your boat in the trough for only long enough to turn. You want to minimize the time that you are in the trough and broad side to the swell to prevent broaching.

Running Before the Sea

When the swells are coming from directly behind you, running before them can be difficult. Your boat's stern can be swept up and pushed to one side or another. You want to make sure that you keep the stern perpendicular to the oncoming seas.

Another concern is when lifted up by heavy seas the boat tends to rush down the slope from the crest to the trough. Occasionally with the stern high, the propeller can come out of the water and race. The rudder also may lose contact with the water flow and be left useless. Again, the boat may yaw to one side and broach into the trough.



Another concern is sliding down the wave at a speed that buries the bow, and with the stern still being pushed up the possibility of pitchpoling exists. You might also want to try tacking before the seas, again taking the swells off one quarter and then the other. This is where you might consider a drogue. Towing a drogue helps slow your speed when running before the seas and can make controlling the stern in the proper position easier for the helmsman.

Heaving To

If conditions become so violent that you and your boat are taking too much punishment, you might consider heaving to. This maneuver, which varies by type of boat, is designed to keep the bow into or slightly off the wind and wave action.

In a power boat, forget your intended destination and bring the bow around into the wind and waves using just enough power to make bare steerage way while conserving fuel. If fuel becomes a concern you might consider deploying a sea anchor to fall back on to help keep the bow into wind and wave action with no power necessary. It also slows any drift that you may be making if a leeshore is a concern.

Caution

As pointed out last month, your best bet is to avoid severe weather, but if you can't you should be prepared. This is a subject that should be approached with as many sources of reference as possible. The information provided here should not be relied on solely and is meant to only give an overview of the topic. You should read books about heavy weather boat handling, attend USPS or USCG Auxiliary classes for heavy weather handling techniques, you should view videos on the subject, and you should practice the maneuvers in light to moderate seas.



May 2013



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17 WEAR YOUR LIFE JACKET TO WORK DAY	18 Cabela's Military Appreciation Weekend
19 Cabela's Military Appreciation Weekend	20 1930 hrs Flotilla 33-1 Meeting	21	22	23	24	25
26	27	28	29	30	31	

June 2013



Sun	Mon	Tue	Wed	Thu	Fri	Sat
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						1 Boating Safety Class
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2	3	4	5	6	7	8 Boating Safety Class
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9	10	11	12	13	14	15 Boating Safety Class
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16	17 1930 hrs Flotilla 33-1 Meeting	18	19	20	21	22 Flotilla Picnic At Barclay's 1630 hrs
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23	24	25	26	27	28	29 Boating Safety Class
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30						
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