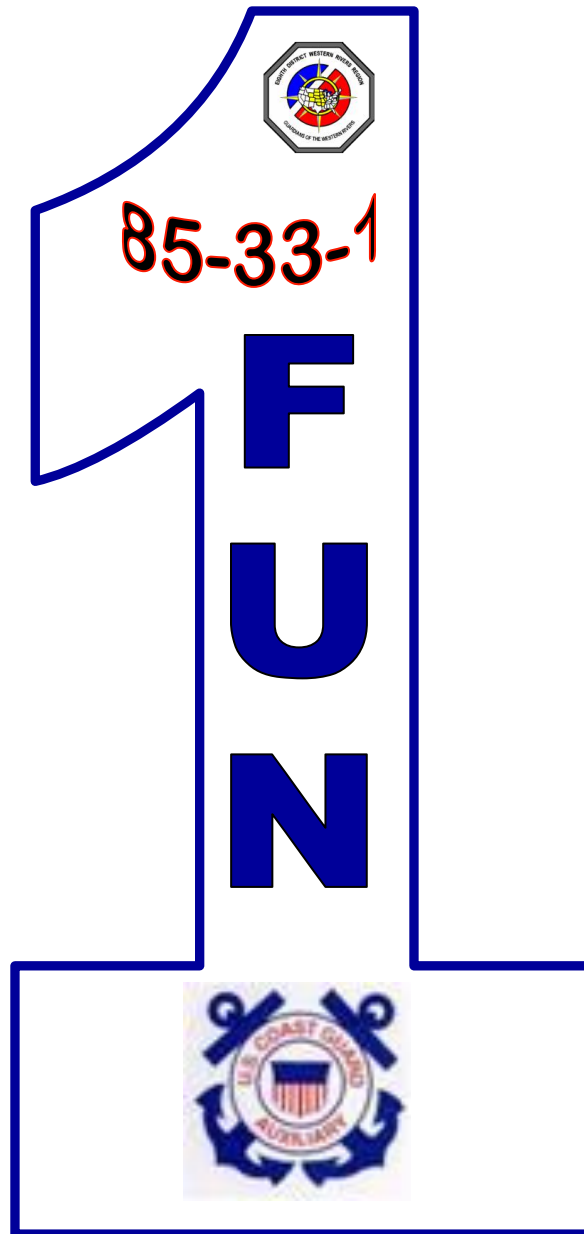


# “The Fun One”

VOLUME 5, NUMBER 4 APRIL 2014



**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) -  
Barb Westcott  
Immediate Past Flotilla Commander (IPFC) -  
Barclay Stebbins  
Secretary (FSO-SR) - Barclay Stebbins  
Treasurer (FSO-FN) - George McNary  
Communications (FSO-CM) - James Miller  
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) - Dan Groenendyk  
Publications (FSO-PB) - Barb Westcott  
Public Education (FSO-PE) - Richard Goble  
Human Resources (FSO-HR) - Richard Goble  
Program Visitor (FSO-PV) - Dan Groenendyk  
Vessel Examiner (FSO-VE) - Dan Groenendyk

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Guard Auxiliary 8th Western  
Rivers Region. Opinions  
expressed herein are not  
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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

5 Apr	Boating Safety Class
12 Apr	Boating Safety Class
21 Apr	Flotilla Meeting
26 Apr	Boating Safety Class
26 Apr	Safety Expo@ Westroads
10 May	Boating Safety Class
17 & 18 May	Display @ Cabela's in La Vista
17 - 23 May	Safe Boating Week
24 May	Boating Safety Class

**See the calendars and check our website  
for possible patrol dates and other changes**

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



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## **FLOTILLA COMMANDER'S MESSAGE**



### **APRIL 2014**

**Well we finally made it. Winter is a thing of the past and spring is here, so summer is around the corner. And with the arrival of the spring/summer seasons patrols on the river will soon be starting IF . . . Mother Nature and the Corps of Engineers see fit to let some water flow downstream. And . . . as we have no control over either of the two above named entities, we will take what we can and make it work, as long as we can do it safely. SO . . . now is the time to review your skill sets, practice the knots that have given you grief in the past, brush up on your radio procedures, review your Auxiliary Manual for those glimmers of knowledge that you know but may have stored away in the far recesses of your mind, check for updates in the manual and remember to always strive for perfection in all you do.**

**Warm weather will bring the boaters out of the woodwork and onto the lakes and rivers. While the southern portion of our AOR is pretty much marina-less, It appears a new marina is going in to the north of the Metro. This welcome addition will increase our need to be “on the water” assisting and being good examples to the boating public.**

**Stay safe!**

**Jim Westcott FC  
8WR 33-1**



To: ALAUX  
From: CHDIRAUX  
Subj: NOMINATION OF THE NEXT COMMANDANT OF THE U.S. COAST GUARD -002/14

1. The following announcement concerning the Secretary of Homeland Security's nomination for the Commandant of the U.S. Coast Guard was issued earlier today:

February 28, 2014

Dear Colleagues,

I am proud to announce President Obama's intent to nominate Vice Admiral Paul F. Zukunft as the 25th Commandant of the U.S. Coast Guard.

Since I became Secretary, I have had the opportunity to get to know Vice Admiral Zukunft, and if confirmed he will be a great leader for the future of the Coast Guard. As a 37 year veteran of the U.S. Coast Guard, he has demonstrated this leadership while serving in a number of different capacities, including coordinating federal response to the Deepwater Horizon Spill. During the response, Vice Admiral Zukunft directed more than 47,000 responders, 6,500 vessels and 120 aircraft as the Coast Guard worked to respond to and recover from the largest oil spill in U.S. history.

Vice Admiral Zukunft currently commands U.S. Coast Guard Pacific Area, and is a graduate of the U.S. Coast Guard Academy and holds advanced degrees from the U.S. Naval War College and Webster University.

If confirmed as Commandant, Vice Admiral Zukunft will follow another great leader - Admiral Robert Papp, Jr. I thank Admiral Papp for his years of service to the U.S. Coast Guard, to the Department of Homeland Security, and to this Nation, and I look forward to seeing Vice Admiral Zukunft continue his great work.

Sincerely,

Jeh Charles Johnson  
Secretary of Homeland Security

2. The purpose of this list is to keep Auxiliarists as well as all other interested parties abreast of current developments, policies, manuals, etc. All information contained herein and linked is OFFICIAL policy and information.

3. Internet Release and Distribution is Authorized.

4. CG-BSX-1 sends

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CHDIRAUX-L mailing list

To UnSubscribe:

<http://cgls.uscg.mil/mailman/listinfo/chdiraux-l>



-----Original Message-----

From: Richard Lawrence [mailto:law28@aristotle.net]

Subject: ALAUX 3/14

The CHIDIRAUX issued ALAUX 3/14 on Monday making some changes to the Auxiliary Manual. One item of interest concerns membership in the Coast Guard Auxiliary Association, Inc., the 501 c 3 organization that is authorized to provide fiscal management and fundraising to the Auxiliary.

The Commandant has affirmed that membership in the Association is critical to membership in the Auxiliary. In the past, membership in the Auxiliary also meant membership in the Association without the applicant to take any additional action. Due to changes in the nonprofit statutes of the District of Columbia where the Association is incorporated and legal determinations made by USCG Legal, there is now a requirement for an affirmative request to become a member of the Association.

In order to comply, the AuxMan has been changed to address this situation. New applicants for membership in the Auxiliary will sign an application for membership in the Association. The new form was included with the ALAUX. This form will be a part of the new membership package that will remain in the member's file that will end up in the DIRAUX's office. Until the new form is placed in the New Member Package, please reinforce the need to use the new consent form that was included in the ALAUX.

For existing members, continued participation as a member of the Auxiliary will be considered as consent to membership in the Association. **NO ADDITIONAL ACTION IS REQUIRED FOR EXISTING MEMBERS.**

I wanted to provide each of you with this information in case that you get questions from the membership.

V/R

Richard

Richard L. Lawrence  
District Commodore  
8th Western Rivers Region  
US Coast Guard Auxiliary



-----Original Message-----

From: Alan Main [mailto:alan@prconcepts.com]

FW: [USCGAUX H-Directorate Uniform Division] Stolen Valor and the USCG Auxiliary

ALCON -

It was brought to my attention by another member of the National Staff that an Auxiliarist in D11(NR) was recently the subject of a local media investigation into "false representation of prior military service and honors". For those of you unfamiliar with this, it is referred to as "Stolen Valor". The Auxiliarist was wearing a Navy Seal trident and Bronze Star & Purple Heart awards on his Trop Blue uniform. I have enclosed two links to the actual news stories. Please take the time to open and read these, they explain it in better detail and severity:

<http://abclocal.go.com/kgo/story?section=news%2Fiteam&id=9448327>

<http://abclocal.go.com/kgo/video?id=9448282>

THIS IS OFFENSIVE TO OUR VETERANS & THEIR FAMILIES AND EMBARRASSING TO THE COAST GUARD AND USCG AUXILIARY!

The Auxiliary Manual specifically allows the wearing of prior military service awards and ribbons on several of our uniforms [ref. CIM 16790.1G, Ch10.F - Uniform Accessories]. But please be clear: these must have been genuinely & honorably earned by the Auxiliary member!

Please share this with ALL members; Flotilla/Division/District meetings would also be appreciated. These egregious actions will not be tolerated.

v/r  
Brett

Brett C. Bigelow, DVC-HX  
Division Chief - Uniform Division  
Human Resources Directorate  
United States Coast Guard Auxiliary



## **SOMETHING TO BE AWARE OF:**

**This information came from the Arizona Boating Law Enforcement office and was forwarded from:**

**Richard L. Lawrence  
District Commodore  
8th Western Rivers Region  
US Coast Guard Auxiliary**

Our Department has been asked to provide an interpretation on a couple of new water jet-driven vessel systems on the market in Arizona that allow an operator to “fly” up to 30 feet above the water. These systems mainly consist of the boat (See photos) PWCs with the hose/cables and flight units attached. Other boat units are streamlined hulls that do not have seating for an operator or passenger.



Photographer Unknown

These are relatively new devices and you may be seeing more of them on Arizona's waterways and have enforcement questions this email is designed to address. The following are answers to several questions we have received: particularly the fourth question down regarding their status relative to water skiing statutes (revised opinion):

**Q. Are these considered “watercraft”?**

A. Yes. These vessel systems are considered to be “vessels” by both the US Coast Guard and the State of Arizona. They fall under “watercraft” definitions per A.R.S § 5-301 and Arizona Game and Fish Commission Rule R12-4-501. Therefore, all Arizona registration, operation, navigation and boating safety laws apply and it doesn't matter if the boat units are commercial in nature (“for hire”) or recreational in nature.

Continued on the next page



**Q. Are the users subject to safety equipment carriage requirements?**

A. Yes. Both types must comply with the general carriage requirements of safety equipment for all vessels. In addition, the PWC-based boat unit must comply with the PWC specific requirements when used by a person riding on the PWC. Per A.R.S 5-350(A) and (B) PFD wear and lanyard use, are in play.

**Q. How is the reckless PWC Statute to be interpreted for these devices?**

A. The prima facie evidence for reckless operation under 5-350 (C) are in play, but limited to components 2 and 4 as follows:

1. Operates the personal watercraft within a zone of proximity to another watercraft closer than sixty feet unless both are leaving a flat wake or are traveling at a speed of five nautical miles per hour or less. Not likely to apply: These devices generally will not be operating above wake speed so this component will usually not apply

2. Operates the personal watercraft within the vicinity of a motorboat in a manner that obstructs the visibility of either operator. This will apply if the airborne unit directs the water thrust in such a manner to obstruct the visibility of a boater other than the boat unit (engine/jet pump).



Photographer Unknown

3. Heads into the wake of a motorboat that is within a zone of proximity closer than sixty feet and causes one-half or more of the length of the personal watercraft to leave the water. Not likely to apply: given boat unit (engine/jet pump) is towed slowly behind aerial operator and not likely to leave the water, this component will usually not apply.

4. Within a zone of proximity to another watercraft closer than sixty feet, maneuvers quickly, turns sharply or swerves, unless the maneuver is necessary to avoid a collision. This will apply is the aerial operator is making significant direction of flight movements that result it sudden changes in direction to the boat unit (engine/jet pump).

**Q. Do these devices fall under water skiing provisions of A.R.S. 5-346?**

A. No. Our Department's Arizona Attorney General representatives have provided an opinion that "an operational flyboard is not in tow by a watercraft, and that an operational flyboard is not a contrivance" similar to water-skis, surfboards, or wakeboards, which are towed by watercraft. The requirements of A.R.S. § 5-346 are therefore inapplicable to flyboards. Thus, Ski flags and observers are not required.

**Q. Do the Navigation Rules apply to their use?**

A. Yes. Since both types are considered watercraft, the Navigation Rules would apply to their operation.

**Q. Are the boat unit (engine/jet pump) exempted from having a HIN?**

A. No.

Continued on the next page



**Q. Who is considered the operator where there is only one person flying and no one is riding the boat unit (engine/jet pump)?**

A. This configuration allows the individual flying to control both the throttle and the directional jets. This individual would be the sole operator of the vessel. Keep in mind, both types of boat units can be configured for a sole operator.

**Q. Who is considered the operator “where one is flying and one is riding”?**

A. In the case of multiple operators for a single vessel, either or both would be responsible for the operation of the watercraft/flyboard combination. This would be similar to an offshore racing vessel with one individual working the throttles and the other steering the vessel. Keep in mind, the PWC boat unit can also be configured to allow the individual flying to control the directional jets, but the throttle to be controlled by a second operator sitting on the boat unit.

**Q. What other considerations are there in the situation of multiple operators for a single vessel?**

A. If on a USCG Navigable waterway (Colorado River System) and the vessel is being rented and one of the operators is employed by the rental company, that individual is now operating a vessel for hire with passengers. This may put them in the position of needing a US Coast Guard Captain’s License on the Colorado River system.

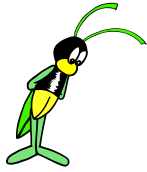
I’d like to thank the Florida Marine Patrol for their assistance in sharing much of the information contained in this email. If you have any additional questions or comments, please forward them to me as we work through this new device’s implications to marine enforcement efforts here in Arizona.

Stay safe out there.

Kevin Bergersen  
Arizona Game and Fish Department  
Boating Law Administrator  
(623) 236-7383



Photographer Unknown



# ***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://www.boatsafe.com/nauticalknowhow/lowhead.htm>**

PLEASE CHECK OUT THIS WEBSITE FOR MORE INFORMATION

### **Low-head dams: A not-so clear and present danger**

by Virgil Chambers, Executive Director, National Safe Boating Council

Rivers can be treacherous, not only because of the tremendous power they possess, through the movement of flowing water, but because of structures they flow over, around and through.

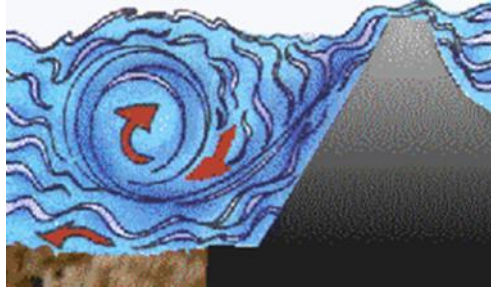
Hazards like "strainers," fallen trees and debris collecting between rocks and bridge piers that can trap floating objects, are generally conspicuous. And those familiar with the dynamics of moving water know how the force of the water, as it comes in contact with different obstructions, can actually hold objects.

Bridge piers and rocks are potentially dangerous basically because they don't move and the water does. If the water is moving fast enough, anything or anyone coming in contact with these structures can be held tight against their upstream side. Once pinned in this way, escape is difficult.

We can easily understand the danger and what is happening when water holds an object against an obstacle. However, the distinction is not so clear with the dangers associated with the river's most perilous obstruction, the low-head dam. It is a man-made structure, typically built to back up water in a reservoir for a variety of reasons.



Continued on the next page



This wall-like structure pools the water as it flows over the crest and drops to the lower level. This drop creates a hydraulic, which is a backwash that traps and recirculates anything that floats. Boats and people have been caught in this backwash.

A person caught in the backwash of a low-head dam will be carried to the face of the dam, where the water pouring over it will wash him down under to a point downstream called the boil. The boil is that position where the water from below surfaces and moves either downstream or back toward the dam. A person who is caught in a low head dam struggles to the surface, where the backwash once again carries him to the face of the dam, thus continuing the cycle.

To complicate matters, these dams are usually loaded with debris, such as tires and logs on the surface and rocks and steel bars just below, posing additional problems should a person get trapped in this dangerous structure.

Dams do not need to have a deep drop to create a dangerous backwash. During periods of high water and heavy rains, the backwash current problems get worse, and the reach of the backwash current is extended downstream. Small low-head dams that may have provided a refreshing wading spot at low water can become a brutal death trap when river levels are up. Simply put, it is not the drop of the dam which is the lethal danger, but the backwash current. This backwash current is governed by volume of water and flow.

From downstream, you may not realize the danger until it's too late. From upstream, low-head dams are difficult to detect. In most instances, a low-head dam does not **look** dangerous, yet can create a life-threatening situation. You should always pay attention to warning signs, markers or buoys and keep well clear of low-head dams.

*Thanks to Virgil Chambers for this article.*



## DIVISION 33 AWARDS BANQUET



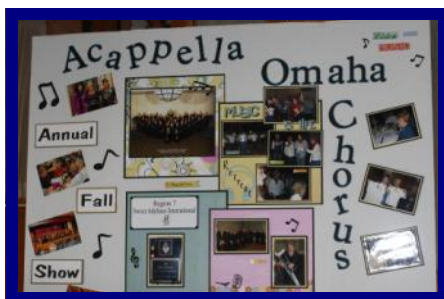
Jean Goble, DCDR and Jim Westcott, FC  
BEST FLOTILLA PROGRAM AREAS



Jean Goble, DCDR and Jim Westcott, FC  
PUBLIC EDUCATION MENTOR  
TRAINING TOP FLOTILLA



Division 33 Color Guard  
With the Acappella Omaha Chorus



Pictures by Jim Westcott



Division 33 Color Guard

Susan Stocker  
Iowa DNR



Division 33 Color Guard



Members of  
Division 33  
Receiving Awards

Pictures by Jim Westcott





Sun	Mon	Tue	Wed	Thu	Fri	Sat
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		1	2	3	4	5 Boating Safety Class @ Offutt AFB Services 0900-1600
6	7	8	9	10	11	12 Boating Safety Class @ CQuence Health Services 0900-1600
13	14	15	16	17	18	19 Boating Safety Class @ CQuence Health Services 0900-1600
20	21 1930 hrs Flotilla 33-1 Meeting	22	23	24	25	26 Safety Expo Westroads Mall 1000 - 1500
27	28	29	30			

# May 2014



SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10 Boating Safety Class @ CQuence Health Services 0900-1600
11	12	13	14	15	16	17 Boating Safety Class @ Cabela's La Vista 0900-1600
18	19 1930 hrs Flotilla 33-1 Meeting	20	21	22	23	24
25	26	27	28	29	30	31