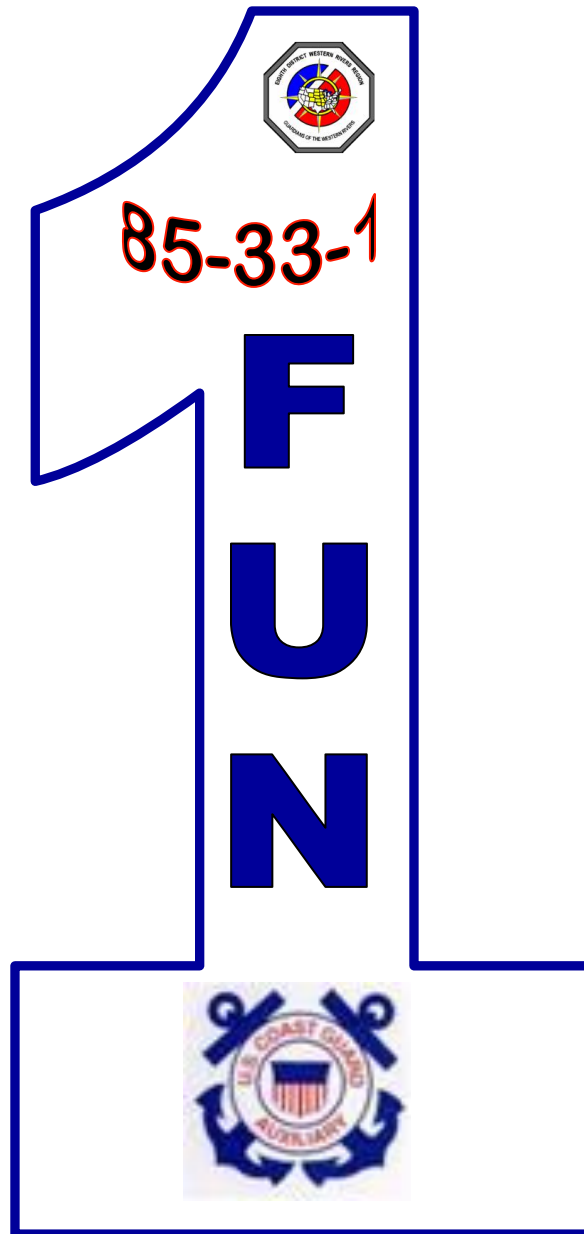


“The Fun One”

VOLUME 5, NUMBER 10 OCTOBER 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
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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 Oct	Division 33 Meeting & Election Dinner
20 Oct	Flotilla 33-1 Meeting
11 Nov	Veterans Day
17 Nov	Flotilla 33-1 Meeting
27 Nov	Thanksgiving

**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?unit=..)
[unit=..](http://wow.uscgaux.info/WOW_signin.ph?unit=..)



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FLOTILLA COMMANDER'S MESSAGE



OCTOBER 2014

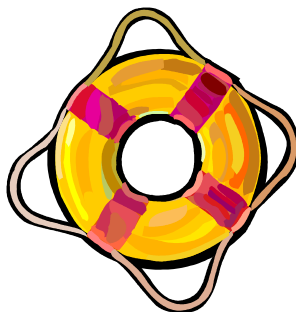
Here we are in October. Flotilla elections are in the works. And we have two fine candidates running for the position of vice flotilla commander. While both have only recently joined our flotilla, please take the time to get to know them and what direction they want to see our flotilla to advance into. Then remember to come to the elections meeting and vote for what you feel would be the best for us as a unit specifically, and the Auxiliary in general.

Next I feel I must report that I have forwarded (sadly but with approval) to DIRAUX the request for a transfer from our friends and members Ralph and Suzanne Tomlinson. It seems that they have decided to retire and move into the land of tornadoes (also known as Oklahoma – which was also a fine musical). This unfortunately will make us a little less as both Ralph and Suzanne are fine people and great educators. We wish them well in their new endeavors. But Ralph and Suzanne remember, NO four letter words and *WORK* has only four letters. Enjoy retirement my friends.

Which brings me to my next topic, that of membership. I would challenge everyone to bring in one new member in the next 12 months. Yes I know that many, if not all, of you have brought in new members in the past, and that is what made us what we are today. But we can't rest on our laurels. In order to do our jobs and fulfill our commitment to the Auxiliary we must continue to grow. And like the Marines we are looking for a few good members. Think quality over quantity and we will continue to grow, have fun and support the Coast Guard.

Stay safe!

Jim Westcott FC
8WR 33-1



Dan Groenendyk

A couple of weeks ago my wife Jacque and I were afforded the opportunity to attend NACON held in Orland, Fla. I wanted to share with you what a great experience NACON was. We were at NACON because of an award I was presented with for a rescue that occurred in 2012 while serving as a watchstander at USCG Station Holland, Holland, Michigan. It was a great honor to represent my flotilla, division and Auxiliary friends from Omaha. The award was called the Chairman's Award presented by National Commodore, Thomas Mallison as well as the Commandant of the Coast Guard, Admiral Zukunft. The award was from the organization called Association for Rescue at Sea (AFRAS). I was told that I was the first recipient of this award created in 2013. Another Auxiliarist received the 2014 Chairman's award as well. We both were given the red carpet treatment by the Coast Guard, Coast Guard Auxiliary and the Coast Guard Auxiliary Association. I have to admit, I was a little nervous about all the attention and have fun stories to share with you sometime!

NACON is a very well attended national convention. I observed the National Bridge elections and rubbed elbows with Auxiliary members from across the nation. There were several USCG admirals in attendance plus all the National staff from all departments. There were even representatives from several countries such as the Dominican Republic and the Philippines. NACON also drew boating safety organizations, state law administrators and the National Weather Service. Most had exhibits that we could stop by and visit during the breaks. We had two days of meetings similar to DTRAIN. NACON was the best, and I hope each of you have the opportunity to attend sometime.



Association For Rescue at Sea Chairman's Award presented to Dan Groenendyk at NACON by National Commodore, Thomas Mallison as well as the Commandant of the Coast Guard, Admiral Zukunft.

Photographer unknown

AUXLAMs class at the D8WR DTRAIN, St. Louis, Mo. by Barclay Stebbins

Barclay Stebbins attended the AUXLAMs A and B class held 3-7 Sep 2014 at the D8WR DTRAIN, St. Louis, Mo. The course is the Coast Guard LAMs course, adapted for the volunteer Auxiliary environment and is taught by Coast Guard trained instructors. It is based on the Leadership Competencies, which lay the foundation for all leadership skills necessary to successful leadership in the Coast Guard and the Auxiliary. This is a facilitated and interactive course dealing with Self Awareness, Motivation, Strategic Leadership, Team Building, Ethics, Conflict Management and Performance Problem Solving. AUXLAMs is the foundation course of the Auxiliary Leadership Continuum.

A number of special guests stepped into the course to add some leadership advice. They included RADM Kevin Cook, Coast Guard District Commanding Officer who sat in and participated in the conflict management lesson. Auxiliary National Commodore Elect Mark Simoni, D8WR Commodore Richard Lawrence, and D8WR Chief Of Staff David Starr all stepped in and added some leadership lessons to the members in attendance.

Another high point of the class was that a senior leadership instructor from the Coast Guard Leadership Development Center was a guest instructor. Mr. Charles Coiro added many interesting insights learned from his many years teaching leadership to Coast Guard active duty and reserve members.

The course is taught in two half day sessions at district locations, three to five weeks apart, arranged by the respective host POCs. Elected leaders at all levels of the organization should take this course and will be given top priority. However, Auxiliary personnel interested in becoming leaders are eligible for this course as long as the class size does not exceed 35 students.

Auxiliarists are required to successfully complete a minimum of seven credits from three categories of courses to receive the AUXOP qualification. The list of courses in the leadership category includes the Auxiliary Leadership and Management School (AUXLAMs). AUXLAMs is also a prerequisite for Flotilla Commanders (FC) to attend the Auxiliary Mid-Level Officers Course (AMLOC-05A).

AUXLAMs recently received a favorable review by the Accreditation Council on Education (ACE) and has been recommended for three upper-division undergraduate college credits. This is the first Auxiliary course to be reviewed by ACE and the only one with a college credit recommendation.

This particular class had 15 students from all over the country. The size and dynamics of this group made for some great dialog as well as an understanding of the issues that face all of us as volunteers. It proved that no matter which district we are in the challenges we face here exist across the country. I highly recommend that if the opportunity presents itself to attend this course, TAKE IT. Only through education, understanding of the organization, understanding how to keep volunteers engaged, and the volunteer motivation, are we going to solve



Pictures by Barclay Stebbins,

Marine Safety in 8WR

The USCG Auxiliary's Prevention Department is responsible for the planning and administration of Auxiliary programs to support and augment the United States Coast Guard's Prevention Directorate.

This support may include:

- Support for marine environmental response assistance
- Port safety and security inspections
- Commercial vessel safety and security inspections
- Container inspection assistance
- Mariner licensing/documentation/course audits
- Public affairs
- Area contingency planning
- Waterways management
- America's Waterways Watch
- MISLE support
- Environmental education

It is important to note, however, that while these programs may be available nationally, not all of these programs are available all the time in 8th Western Rivers. Please refer to "Current Sector Needs" for more information.

In these roles, we assist and augment the Coast Guard's vital role as the nation's guardian agency ensuring the safety and environmental protection of our precious waterway resources. As America's Volunteer Guardians, we are committed to be dedicated, vigilant, and ready to engage this mission on behalf of our fellow citizens.

8th Western Rivers is in a unique geographic situation for Marine Safety and Environmental Protection. It is important as our programs continue to grow to remind ourselves and the public that "marine" is not exclusive to salt water environments. In addition to the major navigable rivers, each state has its own sole state waters that our MSEP team should strive to protect by providing education as to the importance of maritime domain aware and environmental protection.



**Information provided by the
Division 33 newsletter on
26 AUG 14**

GREEN, AMBER, RED Beyond Operations
By Randy Ventress
TSgt, Tennessee ANG (Ret)
DCAPT-South, D8ER, USCGAux

USCG Leadership Competency: Leading Self – Self-Awareness & Learning

Our members who are in either Surface or Air Operations in the Auxiliary know what a G.A.R. Score is. For those that may not, the G.A.R. is a measurement of the fitness and abilities of a Crew prior to a mission, updated continuously during the mission, and as a gauge of how well the mission went dependent on the end G.A.R. Score. G.A.R. is an acronym for Green for Go, Amber for reassessment, and Red for No Go for the mission. Operations missions are not the only area we should be doing a G.A.R. Score on. We could use this concept in every mission we do. For example, before any Public Education Class I instruct, I do several things in preparation for the class, a checklist of sorts.

I run through my mental checklist for equipment.

1. Do I have all the needed equipment, props, and enough materials for the class?
2. Is the equipment operational?
3. Do I have backup equipment ready?
4. Do I have all the equipment loaded in my vehicle and ready to roll out for the mission?
5. Did I get enough sleep last night?
6. What is my mental makeup today?
7. Is my uniform clean and worn properly?

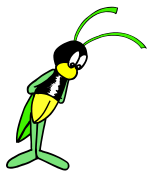
Do I have a backup plan?

While setting up for the class, I try to take a few moments to greet the class as each class member comes in. Sometimes as instructors we can tell what we can expect out of these members and what the tempo is going to be for the class. Sometimes we cannot.

After the introductions, and pre-class housekeeping, such as where the rest rooms are, when the breaks will be, we get started into the class. From this point on, the G.A.R. may change and we may have to adjust. When we feel the class is waning in attention, then a break may be in order or another adjustment made. This assessment continues throughout the class, and the G.A.R. Score may change.

Oh, you ask about the Plan B? Some of our Auxiliary members that have taken these PE courses have asked why we have so many items on display, but may not use many of them. Good question. In case of an equipment failure, a computer glitch or projector failure, then we have to mostly lecture. This is where the “dog and pony” show comes in. Visuals are everything in classroom instruction.

In our Auxiliary duties we should always be mentally assessing the situation and mentally make adjustments in our G.A.R. Score. Where are you, Green, Amber, or Red?



BY THE INFORMATION BUG

SEPTEMBER Notes

From: <http://www.boatingmag.com/how-to/cheat-sheet-winterizing>

Cheat Sheet for Winterizing

Too many boats die silently in their winter beds. But follow these easy tips, and your boat will be ready and eager to go in the spring.

Fuel Treatment

Treat your boat's fuel with a stabilizer. Pennzoil Fuel Stabilizer, PRI-G and Stabil are ideal products for this job. After adding it to the fuel, run the engine for 10 minutes or so to be sure stabilized fuel circulates throughout the engine. If you don't stabilize the fuel, carburetors and fuel injectors can be clogged with varnish deposits that ruin fuel systems. *Cost if you do: \$5 to \$10. Cost if you don't: \$250 to \$1,200.*

**

Fog the Engine Cylinders**

Aerosol fogging solutions coat the inside of the engine to protect it until spring. Each engine manufacturer makes proprietary products they promote as ideal for their engines. Hook "ear muffs" and a garden hose to the engine, start it, and then spray the fogging-solution lubricant directly into the air intake until it's gone. If you don't fog the engine cylinders, corrosion can form inside the engine, covering the cylinders, pistons and rings with a patina of abrasive crud. *Cost if you do: \$5 to \$15. Cost if you don't: \$2,500 to \$15,000 (or more).*

**

Drain the Engine ** (for inboards and stern-drives)

Locate and open the petcocks (some engines have bronze plugs similar to bilge plugs) underneath the manifolds and on the sides of the engine block. Remove the water-pump hose from the bottom of the water pump to let it drain completely. If you don't drain the engine, water in the cooling chambers can freeze, expand and crack the engine block and manifolds. Tip: Newer MerCruiser stern-drives have handy drainage systems with one drain plug near the front of the engine. Outboards self-drain and never require this step. *Cost if you do: \$0. Cost if you don't: \$5,000 to \$20,000.*

**

Change the Oil**

Change engine oil to eliminate moisture and prevent corrosion. If you don't, moisture can cause excessive wear, which can lead to loss of power, poor fuel economy and possible engine failure. Tip: Some mechanics change the oil both in the fall and at spring breakout on the theory that the engine oil needs to be changed at the end of the summer and after suffering the ravages of winter because moisture may again accumulate in the oil. *Cost if you do: \$30 to \$75. Cost if you don't: \$500 (in extra fuel) to \$20,000 (engine failure).*

**


Drain the Gear-Case Lubricant ** (and recycle it)

Clear, amber-colored lubricant means your gear-case seals are in good shape. Milky and sometimes lumpy oil means the seals need to be replaced. Tip: The time to do this is in the fall when marine mechanics are less busy and sometimes willing to offer special prices for winter work. *Cost if you do: \$10. Cost if you don't: \$2,000 to \$6,000.*

For even more boat winterizing tips check out our guide at boatingmag.com/winterize.

October 2014



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 Division 33 Meeting/ Training & Election Dinner Super 8 Atlantic, IA
19 Flotilla 33-1 Meeting Forty & Eight Club Elections	20	21	22	23	24	25
26	27	28	29	30	31 Happy  Halloween	

November 2014



Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11 VETERANS DAY	12	13	14	15
16	17 Flotilla 33-1 Meeting Forty & Eight Club	18	19	20	21	22
23	24	25	26	27 	28	29
30						