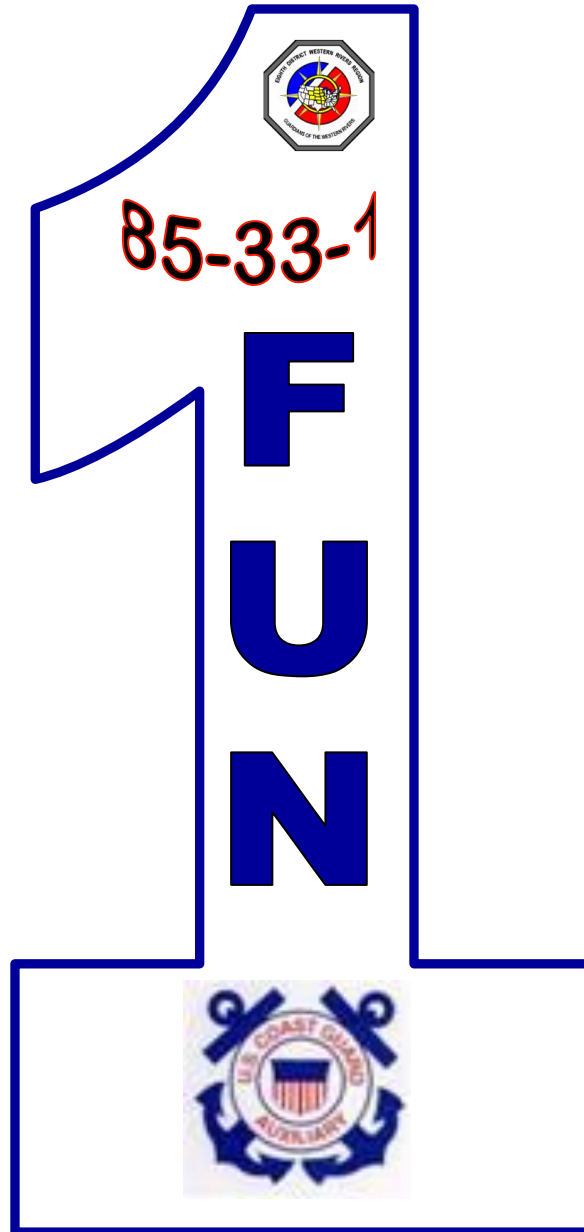


“The Fun One”

VOLUME 6, NUMBER 04 APRIL 2015



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

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Vice Flotilla Commander (VFC) -
James Miller
Immediate Past Flotilla Commander (IPFC) -
Jim Westcott
Secretary (FSO-SR) - Jean Goble
Treasurer (FSO-FN) - George McNary
Communications (FSO-CM) - James Miller
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Marine Safety (FSO-MS) - Shane Wilson
Aids to Navigation (FSO-NS) - Shane Wilson
Member Training (FSO-MT) - George McNary
Operations (FSO-OP) - Warren Koehler
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Publications (FSO-PB) - Barb Westcott
Public Education (FSO-PE) - Richard Goble
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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

10/11 Apr	D-Train, Branson MO
18 Apr	Division 33 Meeting, Training & Awards @ Mahoney State Park
20 Apr	Flotilla 33-1 Meeting
16 May	Start of safe Boating Week
18 May	Flotilla 33-1 Meeting
06 Jun	Flotilla Summer Social

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



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FLOTILLA COMMANDER'S MESSAGE



APRIL 2015

Looking outside at my yard, it appears that spring may be here with summer to soon follow. With nicer weather the desire to be out on the water is one that no one wants to ignore. If you have a boat, be sure that it is inspected and ready for the river or the many lakes in the area. If your boat is a facility, be sure that all your equipment is in proper working order.

Remember that our Division Meeting, Training, and Awards Dinner is this month. If you need your one hour TCT training, be sure to be at Mahoney State Park on April 18th. The other training will be on PPE and VSC. Then in the evening, let's all have a great time at the dinner.

There are several PA events scheduled for this summer that our flotilla can participate with. Please check the calendar on the website and at the end of this publication. Come out and help with these events and let the public know that we are here assisting the Coast Guard and teaching boating safety.

On a personal note, I wish to thank all the members of Flotilla 33-01 for your thought and prayers after the death of my brother.

Stay safe!

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



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Semper Paratus: Origin
By
Shane Wilson, FSO-MS/NS

The Coast Guard has traditions and history that date back to the late eighteenth century. The Coast Guard's famous motto: Semper Paratus "Always Ready" is familiar to Guardians, active, reserve, auxiliary and we do our best to live up to this standard. A few of us may wonder where the motto originated to describe the Coast Guard. Its origin has been elusive. Recent research provided a hint indirectly while re-searching other topics. The motto is another nineteenth century Victorian era phrase. Officers of the era were familiar with classical literature and language gave Latin terms automatic elevation above common station conveyed to the phrase a spiritual sincerity with the perception of inspiration, integrity, and credibility. To the enlisted of the era, being largely uneducated, the motto meant what the officers told them, not unlike the core values of the present era.

Latter day Guardians have carried Semper Paratus into other forms from "Simply Forget Us" where they perpetuated a spirit of the motto by creating a noir pride in their own self resolve to continue without external support, to the selfless epitome "You have to go out, but you don't have to come back." This is not popular with the senior leadership of the Coast Guard. Most Guardians view this variation with pride because it implies an acceptance for whatever may happen during a mission. The nineteenth century Semper Paratus "Always ready" as a service motto intended it to be the nature of the service. Individual Guardians are always ready regardless of hazard or risk.

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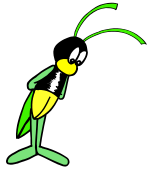
During the nineteenth century the Revenue Cutter Service (RCS) held a popular reputation with the public because of its adaptability. The era's press favored the service with commendations and exploits of some cutter officers. It was a service of autonomous individuals and few held any concept of a unified service. They knew their duty and had little practice for joint operations. Without communications the officers acted on personal training and skill with little oversight. They understood that risk and boldness was a double edged sword. It was the outlook of these men to which the motto *Semper Paratus* was implied in 1836. The New Orleans Bee newspaper in 1836 congratulated Captain Ezekiel Jones, commanding officer of the Revenue Schooner *Ingham* when he involved the schooner in the first naval conflict with the Mexican Navy and its schooner *Montezuma*. The one day action made *Ingham* the only U.S. vessel to fire a shot in support of the Anglo-Texans against the Mexican government. The Bee declared *Ingham* "A vessel entitled to bear the best motto for a military public servant SEMPER PARATUS." Did others embrace the motto? There is no way of knowing. It does seem likely the idea of *Semper Paratus* lived on in the minds of the officers into the last quarter of the nineteenth century. The motto had not yet reached the service as a unifying element. *Semper Paratus* did not resurface until 1896 when Captain Charles F. Shoemaker became the Chief of the Revenue Cutter Service. The RCS logo with motto began appearing on Revenue Cutter Service letterhead. The Coast Guard made *Semper Paratus* one of its seven missions SAR, Aids to Navigation, Ice breaking and ocean science, Marine Science, Law Enforcement, Military Readiness and *Semper Paratus*, Always Ready for the next mission. As Captain Shoemaker intended, the motto intends that the individual Guardian is responsible, regardless of rank, rate, or occupation to be always ready for service without excuse or hesitation, whether as an individual or organization.

Sources

U.S. Coast Guard Historians Office

Wells II, William R. "Semper Paratus: The Meaning" article





BY THE INFORMATION BUG

APRIL Notes

From: http://gulffishing.com/USCG_BadWeatherBoating.html



*Coast Guard Cutter battles heavy seas heading out to rescue a sailboat caught in a severe storm with three people on board.
(U.S. Coast Guard Photo)*

SAFE BOAT HANDLING IN BAD WEATHER

Most of those who earn their living on the water are familiar with the old adage "mackerel scales and mares' tails cause tall ships to fly low sails." Working far from shore, they know to keep a weather eye to cloud formations that portend incoming storms and a test of their seamanship.

Recreational boaters can avoid boating in bad weather for the most part by checking the marine forecast before heading out and postponing their cruise until the weather improves. But once on the water sudden severe thunderstorms are still a hazard and can materialize out of nowhere. That's when seamanship-the ability to pilot a vessel effectively under adverse conditions-comes into play. It is a skill acquired over time and involves a broad understanding of your vessel and how it handles in different situations and with varying loads. It also requires knowledge of wind, water and geography, information that can be gained both in the classroom and in on-the-water training. You and your boat need to be prepared at all times. Anchors and rodees should be kept in a state of readiness, along with life jackets and all other safety equipment.

Continued on the next page

***If you perceive the situation as life threatening,
it's better to sacrifice the boat to save yourself
and your family or friends.***

No two storm situations are alike. Many small boats are not designed or constructed to take a heavy pounding and the result can be structural damage that can cause the boat to break apart. In strong breaking waves, flooding and capsizing may occur. In beam seas (waves perpendicular to the side of the boat), excessive roll can cause your load to shift, creating a dangerous list. In following seas (waves coming from behind the boat), your vessel may lose stability on a wave crest; plus, if your speed is excessive, broaching may occur - a situation where the vessel runs down the crest of a wave, gathering speed, and buries its bow into the backside of the next wave. This frequently causes the boat operator to lose control and the vessel to veer sharply off course. In quartering seas, beam and following seas combine to create one of the most serious conditions a boater may encounter.

In a sudden storm, your most immediate problems are limited visibility, high winds and - depending on your location - rapidly building seas. Try to remain calm. Have everyone dress as warmly as possible, put on their life jackets and, if possible, go below. Close all hatches, doors, watertight compartments and windows to reduce the amount of water taken on board. In an open boat, passengers should sit low in the bottom of the boat along the center line.

Although you need to get your boat to the dock as quickly as possible, once waves reach a certain height, safety dictates that you match the speed of the vessel to the speed of the waves. That means slowing down a lot. The more you reduce speed, the less strain will be put on the hull and superstructure and less risk that portholes and windows will pop out or break. Keep your vessel at a 45-degree angle to the wind and make slow but steady progress to the nearest port.

Stay away from rocky shorelines. If you're far from port but have shelter available, such as islands and peninsulas, sheltering may be a good idea depending on the depth of the water and the condition of the shoreline. Just bear in mind that in most thunderstorms the wind direction will

Continued on the next page

probably change. In a thunderstorm, winds generally blow outward from the area of heaviest rain. As the storm approaches, winds come straight at you. As it passes overhead, the winds ease off, then reverse direction. Understanding this pattern can give you a reasonable idea of how long you'll be fighting the storm. In smaller boats, putting up on a sandy beach may be a good idea.

*** * * * ***

Roughing It Out

Being out on a boat in bad weather, even within sight of the shore, puts you farther from help than you might think. No one can tell you precisely what to do because every situation is different. Play it safe. When a storm threatens, head for the nearest dock or sheltered waters immediately. Do *not* attempt to return to your original marina if there's a safe haven closer by. If you can't make it to shore, follow the guidelines below:

- o If you have passengers aboard, get everyone into their life jackets and foul weather gear *now*.**

- o Secure all hatches and close all doors, ports and windows to keep water out.**

- o Secure gear above and below decks; stow small items and lash down bigger ones. The weight of gear and passengers is especially important in smaller craft. Keep your load low and balanced.**

- o Ready any emergency equipment that you have on board: bailers, hand pumps, first aid kit, signaling devices, etc.**

- o Pump bilges dry and repeat as necessary to eliminate any sloshing of water as the boat rolls, which can effect stability.**

- o Get a fix on your position and plot it on your chart. Note your heading and speed, and the time. Chart your course to the nearest shore or dock.**

- o Monitor Channel 16 on your marine VHF radio for Coast Guard updates on the weather. Also, listen for distress calls from other boaters. You may be the closest one that can lend assistance.**

Continued on the next page

- o Ready your sea anchor or drogue in case it should be needed, but do not anchor the boat unless you're in a narrow body of water, you've lost visibility completely and are in danger of washing ashore. Under those conditions, anchor your boat from the bow to keep the boat headed into the waves.**
- o Turn on navigation lights.**
- o Reduce speed and head your boat into the wind at a 45-degree angle to reduce stress and maintain better control.**
- o If there is lightning, keep everyone away from electrical and un-grounded components, and as low in the boat as possible.**
- o Switch to a full fuel tank, if possible.**
- o Maintain a lookout for floating debris, obstacles and other boats.**
- o If your vessel has a flybridge, operate your vessel from below if that is an option.**
- o If you've lost visibility temporarily, maintain a slow headway until visibility improves.**
- o On larger craft, rig jack lines and/or lifelines and require anyone who must go on deck to wear a safety harness, if available.**
- o If the incoming storm is extremely severe, review your procedures for abandoning ship, including sending a Mayday to Coast Guard Search and Rescue.**
- o If you have a life raft, have it ready to be deployed and stocked with emergency food and water. Be sure you have a sharp knife to cut it free from the boat.**
- o If you are in fear losing the boat, get everyone on deck and send a Mayday on your marine VHF-FM radio.**

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That Other Weather Hazard: Fog

It is rare to encounter heavy seas with fog, but it can happen. When it does, the rolling of the vessel combined with reduced visibility can cause the operator to become disoriented. Fog brings the greatest risk of collision with an obstacle or another boat, so do the following *before* your visibility becomes seriously reduced:

- o Fix your position on a chart or mark it on an electronic plotter**
- o Reduce your speed to the point where you can stop your vessel in half the visible distance**
- o Turn on your navigation lights.**
- o Instruct any passengers to help you keep watch - by sight and hearing - preferably in the bow.**
- o Begin sounding one long blast on your horn (4-6 seconds) every two minutes while under way and two long blasts every two minutes when stopped.**

***The U.S. Coast Guard reminds all boaters to
"Boat Responsibly!"
For more tips on boating safety, visit
www.USCGboating.org.***



April 2015



Sun Mon Tue Wed Thu Fri Sat

			1	2	3	4
5 	6	7	8	9	10 D-Train in Branson MO.	11 D-Train in Branson MO.
12	13	14	15	16	17	18 Division 33 Meeting / Training And Awards Dinner Mahoney St. Park
19	20 Flotilla 33-1 Meeting Forty & Eight Club	21	22	23	24	25
26	27	28	29	30		

May 2015



Sun	Mon	Tue	Wed	Thu	Fri	Sat
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3	4	5	6	7	8	9
10 	11	12	13	14	15	16
17	18 Flotilla 33-1 Meeting Forty & Eight Club	19	20	21	22	23
24	25	26	27	28	29	30
31						