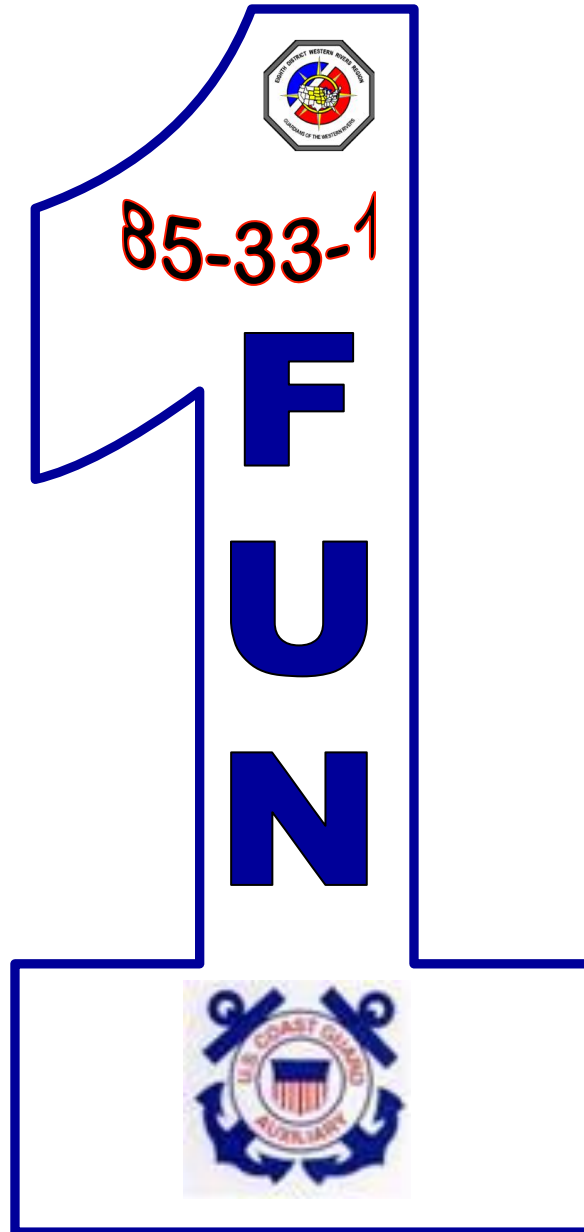


“The Fun One”

VOLUME 6, NUMBER 09 SEPTEMBER 2015



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

FLOTILLA 33-1 OFFICERS

Flotilla Commander (FC) - Barb Westcott
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
Communication Services (FSO-CS) -
Barb Westcott
Information Services (FSO-IS) -
Barclay Stebbins
Materials (FSO-MA) - Bernie McNary
Marine Safety (FSO-MS) - Shane Wilson
Aids to Navigation (FSO-NS) - Shane Wilson
Member Training (FSO-MT) - George McNary
Operations (FSO-OP) - Warren Koehler
Public Affairs (FSO-PA) - Jim Westcott
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

07 September	Labor Day
11 September	Patriot's Day
12 September	World O' Water
21 September	Flotilla Meeting
10 October	Division 33 Meeting, Training & Election Dinner
12 October	Columbus Day
19 October	Flotilla Meeting
31 October	Halloween

**See the calendars and check our website
for possible date changes**

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**Want to see more pictures?
Please remember to check out the website at:
[http://wow.uscgaux.info/WO_W_signin.php?](http://wow.uscgaux.info/WO_W_signin.php?unit=)
unit=**



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FLOTILLA COMMANDER'S MESSAGE



SEPTEMBER 2015

Fall is just around the corner with winter to follow, not too closely I hope. Let us enjoy the last of the hot days, and welcome the cooler weather to come.

Remember that we have the World O' Water event happening this month, and that all are welcome to come and help either in the water or on shore in the Division PA area.

Our next Division Training is in October with the Election Dinner to follow. Please keep a look-out for more information on this.

Stay safe!

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



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Photo is courtesy of U.S. Coast Guard Historians Office

USCGC Diligence (WPC-616) First Cutter to receive prototype Racing Stripe in 1965.

History of the Coast Guard Racing Stripe

By
Shane Wilson

Today most people are familiar with the Coast Guard Racing Stripe consisting of a wide red bar forward of a narrow blue bar both canted at sixty-four degrees above the horizontal with the Coast Guard emblem superimposed. This was not always the case, before 1967, Coast Guard assets were often confused with the U.S. Navy. During the modern era of the U.S. Coast Guard there has been a rapid shift from mistaken identity to a recognizable brand. A perfect example took place in October of 1956, the USCGC Pontchartrain came to the aid of a downed transoceanic aircraft. The Pan American Clipper 'Sovereign of the Skies' lost two of its engines en route from Hawaii to California. After the aircraft radioed the cutter and ditched nearby the Pontchartrain sent out its small boats and rescued all passengers and crew, on the deck of the cutter one passenger commented "Thank goodness for the Navy." This case is just one of dozens in which the Coast Guard seemed unrecognizable to the public.

President John F. Kennedy was aware of the importance of imagery, having relied on image building in his 1960 presidential campaign. In 1961 the President and First Lady began an effort to remake the image of the presidency. President Kennedy undertook a redesign of Air Force One, he felt the design and paint scheme provided by the Air Force was to regal looking and on the advice of the First Lady turned to French born industrial designer Raymond Loewy, whose work had been praised world wide during the Post-War Period. Loewy's Air Force One design won immediate praise from Kennedy and the press and the aircraft became an important symbol of the President and the United States on official visits. President Kennedy met with Loewy on May 13, 1963 to discuss improving the visual image of the federal government and Kennedy suggested the Coast Guard as a start. The design firm of Raymond Loewy/William Snaith Inc. received a contract for a ninety day feasibility study. In January of 1964, the firm presented its findings to the Coast Guard. Loewy/Snaith recommended that the Coast Guard adopt a identification device similar to a trademark. The firm believed the symbol should be easily identifiable from a distance and easily recognized from other government or commercial emblems or logos and easily adapted to a variety of air and sea assets.

[Continued on the next page](#)

The Coast Guard established a committee to work with Loewy/Snaith on the project and on June 19, 1964 the Coast Guard signed a contract with the firm to study, prepare designs and make a presentation of a comprehensive and integrated identification plan for the U.S. Coast Guard. On March 21, 1965 representatives from Loewy/Snaith presented their findings at Coast Guard Headquarters and on the same day Coast Guard Chief of Staff, RADM Paul Trimble agreed to proceed with the Integrated Visual Identification Program. During the prototyping period, Loewy/Snaith selected a wide red bar to the upper right of a narrow blue bar canted at sixty-four degrees and running from lower left to upper right. The firm used its own stylized version of the traditional Coast Guard emblem for placement on the center of the red bar. The overall design came to be known as the "Racing Stripe" or "Slash" emblem. The Racing Stripe design was tested on cutters and facilities in the Coast Guard's Seventh District in the Florida area. The prototype slash was affixed to the cutters Diligence and Androscooggin as well as a buoy tender, vehicles and buildings at Station Miami, at North Carolina's Coast Guard Air Station Elizabeth City, the slash was affixed to an HU-16 Albatross amphibian and an HC-130 Hercules aircraft.

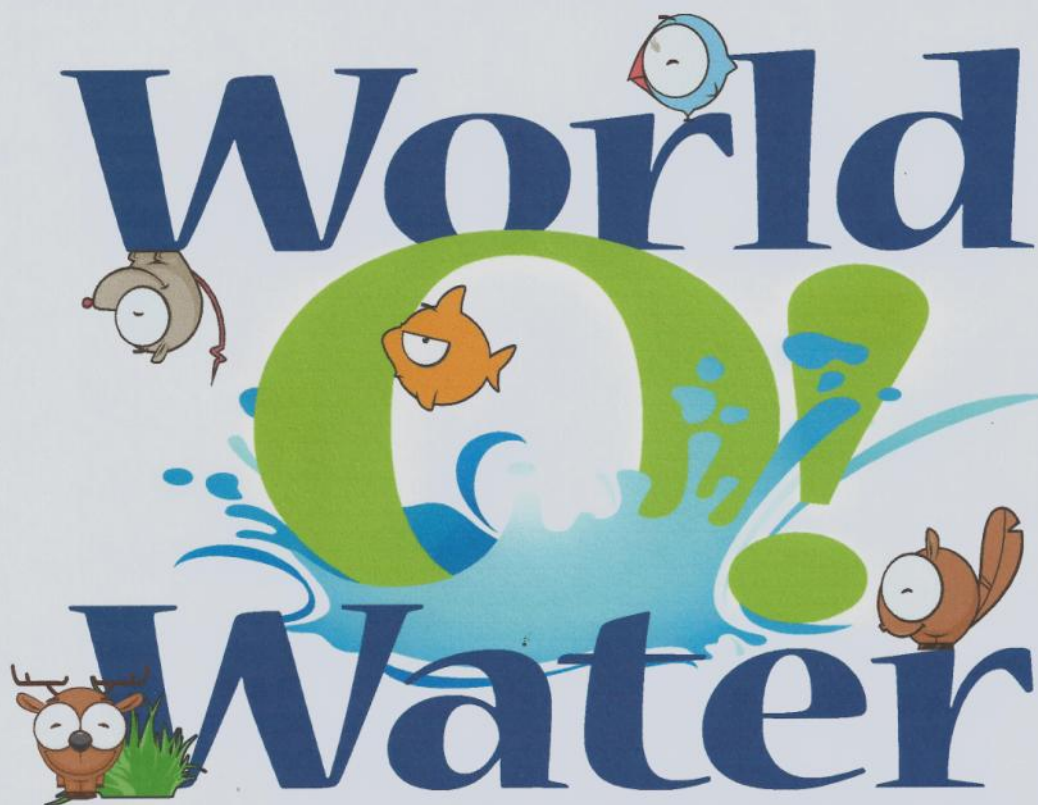
On May 4, 1966 the testing committee sent to the Commandant a favorable report regarding service wide use of the Racing Stripe. During the prototyping process the committee decided against the Loewy shield and opted for the services traditional shield emblem. By the spring of 1967, most of the issues had been resolved. On April 6, 1967 Commandant of the Coast Guard ADM Edwin Roland issued Instruction 5030.5 which ordered service wide implementation of the Integrated Visual Identification System. The adoption of the Racing Stripe initially met with resistance from the Coast Guard's service culture. Over the course of the late 1960's and early 1970's the symbol spread to every maritime and air asset in the service. By 1975, the sail training barque Eagle remained the last asset not sporting the emblem. Traditionalist had long held that the Racing Stripe would destroy her classic lines and look. As 1976 was approaching the nation was preparing for the bicentennial and Eagle was to serve as host ship of OpSail '76. The Coast Guard leadership saw an opportunity to present the services brand identity to the world by distinguishing Eagle from the other ships. In 1976 Eagle became the last cutter to receive the Racing Stripe.

Since the 1970's the Coast Guard Racing Stripe and color scheme has been applied even to assets not commonly associated with the service. Alterations in color and angle, the Racing Stripe has become a symbol for sea service vessels at the federal, state, county and municipal levels throughout the United States and foreign services. Today, the Coast Guard has been associated with the Racing Stripe for over forty years. During this time the Coast Guard has served throughout the world and collaborated on a variety of levels with foreign coast guards and sea services. The Integrated Visual Identification Program stands as the most successful branding program of any U.S. military branch and possibly of any federal agency in the government. Before the late 1960's many could not identify Coast Guard assets until it adopted a brand identity that is recognized today.

Sources:

U.S. Coast Guard Historians Office
Thiesen, William H: " The History of The Racing Stripe and
Brand Part I: The U.S. Coast Guard" Article

World O! Water

The title 'World O! Water' is rendered in a large, blue, serif font. The letter 'O' is replaced by a large, green, stylized letter 'O' that is splashing with blue water. Several cartoon animals are integrated into the design: a blue fish-like creature with a face is positioned above the 'O'; a brown mouse-like creature is to the left of the 'O'; an orange fish is inside the green 'O'; a brown squirrel is to the right of the 'O'; and a brown deer is at the bottom left, partially obscured by green grass.

World O! Water is a **FREE** annual event, aimed at educating the public about water conservation, quality and recreation. Come learn what you can do to ensure this invaluable resource is here for us to enjoy now and for future generations. Join us for:

Demonstrations ■ Science Experiments ■ Lunch ■ Games ■ Canoeing ■ Face Painting

SATURDAY, SEPTEMBER 12th NOON to 4 PM
Rain Or Shine

Location: Papio-Missouri NRD at Wehrspann Lake, 8901 S. 154th Street, Omaha



**Remember To
Bring A Reusable
Water Bottle**



www.worldowater.com

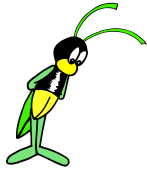


Members of 33-1 made the trip to Sailorville Lake to support 33-4 for their QE
Photo by Barclay Stebbins, DCDR



View from the deck of the
USCGC Gasconade

Photo by Greg Tunink



BY THE INFORMATION BUG

September Notes

Posted by: Jerry Kane August 21, 2015 in NGPC News [Leave a comment](#)

Zebra Mussels Found at Lewis and Clark Lake

LINCOLN – Cooperation from boaters and anglers is urgently needed to prevent the spread of aquatic invasive species following the discovery of zebra mussels in Lewis and Clark Lake in northeast Nebraska.

Earlier this week, the South Dakota Department of Game, Fish and Parks found adult zebra mussels in a marina on the South Dakota side of the lake. Subsequently, the Nebraska Game and Parks Commission found zebra mussels on boat ramps at Lewis and Clark State Recreation Area's (SRA) Weigand Marina. Mussels also have been found in the Missouri River just below Gavins Point Dam.

Game and Parks personnel are working with officials from South Dakota Game, Fish and Parks, several federal agencies and local authorities to increase education on aquatic invasive species, increase boat inspections and enforcement of regulations, along with monitoring to determine the distribution of the mussels.

The impacts of zebra mussels on the Lewis and Clark and Missouri River are hard to predict, but they have been known to have significant economic and ecological consequences. It is important to prevent their spread to even more waters used by boaters and anglers who had recently been on these zebra mussel-contaminated waters.

Anglers and boaters should take the following precautions to prevent the introduction or spread of zebra mussels and other aquatic invasive species:

- By law, a boat that has been on a water body may not leave a launch area with water still present in any compartment, equipment or container that may hold water. Drain water on site. Dump any baitfish in the trash or at a fish-cleaning station on site.
- By law, a boat or trailer may not leave a launch area with any aquatic vegetation from that water body still attached.
- By law, a boat may not arrive at or leave any water body in Nebraska with water other than from a domestic source, except for fire-fighting purposes.

[Continued on the next page](#)

- Clean, drain and dry your boat. Zebra mussels can survive out of water for up to two weeks. After boating in infested water and before launching your boat in a different water body: pressure wash the boat with hot water (preferably more than 140 degrees F) and rinse equipment with hot water. Run water out of the lower unit upon exiting the water body. Spraying the boat and live wells with vinegar and letting it soak for 20 minutes can also kill zebra mussels. The best way to prevent the spread is to allow the boat, all compartments and equipment to dry for at least five days before launch into a different water body.

Lewis and Clark SRA is located 7 miles north of Crofton in Knox County. For more information on aquatic invasive species, visit neinvasives.com.



The zebra mussel is a small freshwater mussel. This species was originally native to the lakes of southern Russia, being first described in 1769 by the German zoologist Peter Simon Pallas in the Ural, Volga and Dnieper rivers. [Wikipedia](https://en.wikipedia.org/wiki/Zebra_mussel)

September 2015



Sun Mon Tue Wed Thu Fri Sat

		1	2	3	4	5
6	7 Labor Day	8	9	10	11 Patriot's Day 	12 World O' Water
13	14	15	16	17	18	19
20	21 Flotilla 33-1 Meeting Forty & Eight Club	22	23	24	25	26
27	28	29	30			

October 2015



Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10 Division 33 Meeting, Training & Election Dinner
11	12 Columbus Day	13	14	15	16	17
18	19 Flotilla 33-1 Meeting Forty & Eight Club	20	21	22	23	24
25	26	27	28	29	30	31 Halloween 