

# “The Fun One”

VOLUME 7, NUMBER 3 MARCH 2016



**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.

**On Facebook we are found at:  
USCGAUX Flotilla 85-33-01**

## SCHEDULE OF EVENTS

17 March St. Patrick's Day  
21 March Flotilla Meeting

**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)**



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## FLOTILLA COMMANDER'S MESSAGE



### MARCH 2016

Boating season will soon be underway and our boating Safety Classes started in February. We do have several classes scheduled for the remainder of the season.

The Public Affairs events are also underway and we hope to be able to showcase the Auxiliary to the boating public.

We had 3 members of our Flotilla attend the Awards Ceremony for 4 members of the crew of the USSCGC Gasconade. We had the pleasure of meeting Admiral Callahan and his staff.

In addressing those in attendance, Admiral Callahan stated that all Coast Guardsmen whether active duty, reserve, or Auxiliarists, are "LIFE SAVERS". We need to remember this in our daily lives, not only when on patrol.

Stay Safe

*Barb*

Barb Westcott FC  
8WR 33-1



Division 33 Meeting, Training  
Photos by Jim Westcott

DCDR Barclay Stebbins, D-Capt East  
Christopher Ware and VCDR George  
McNary



D-Capt East Christopher Ware



CWO2 Erick Kvistad  
Operation Training Officer





Herb Angell, Boating Law Enforcement  
Officer, State of Nebraska



Lantern Ceremony  
L-R: VCDR George McNary; Barb Westcott,  
FC-3301; James Miller, VFC-3301; Keith  
Demil, FC-3302; Connie Walters, VFC-3302



Lt. Commander Neeley  
CWO2 Kvistad

Crew of the USCGC Gasconade  
From L-R  
Mk1 West; MKC Bell;  
BMC Avery; BMCM Willey.



Change of Watch  
Photos by Jim Westcott



## Awards Ceremony for the crew of the USCGC Gasconade



Petty Officer Lyons and Admiral Callahan



Petty Officer McClellan and  
Admiral Callahan



Admiral Callahan



BMCM Willey



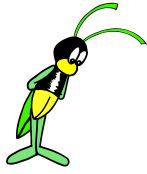
Mk1 West and Admiral Callahan



BMC Avery and Admiral Callahan

Photos by Jim Westcott

Lifeline  
A11



## **BY THE INFORMATION BUG**

*By Barb Westcott*

### **MARCH NOTES**

[http://gulffishing.com/USCG\\_BadWeatherBoating.html](http://gulffishing.com/USCG_BadWeatherBoating.html)

## **Safe Boat Handling in Bad Weather**

by Wayne Stacey, Boating Safety Division United States Coast Guard

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 rode should be kept in a state of readiness, along with life jackets and all other safety equipment.



***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)***

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 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:

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

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- 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.
- 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 ungrounded components, and as low in the boat as possible.
- o Switch to a full fuel tank, if possible.

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- 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

### **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](http://www.USCGboating.org)***



# March 2016




**Sun    Mon    Tue    Wed    Thu    Fri    Sat**

		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17 St. Patrick's Day 	18	19 
20	21 Flotilla 33-1 Meeting Forty & Eight Club	22	23	24	25	26
27 	28	29	30	31		

# April 2016



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 Flotilla 33-1 Meeting Forty & Eight Club	19	20	21	22	23
24	25	26	27	28	29	30