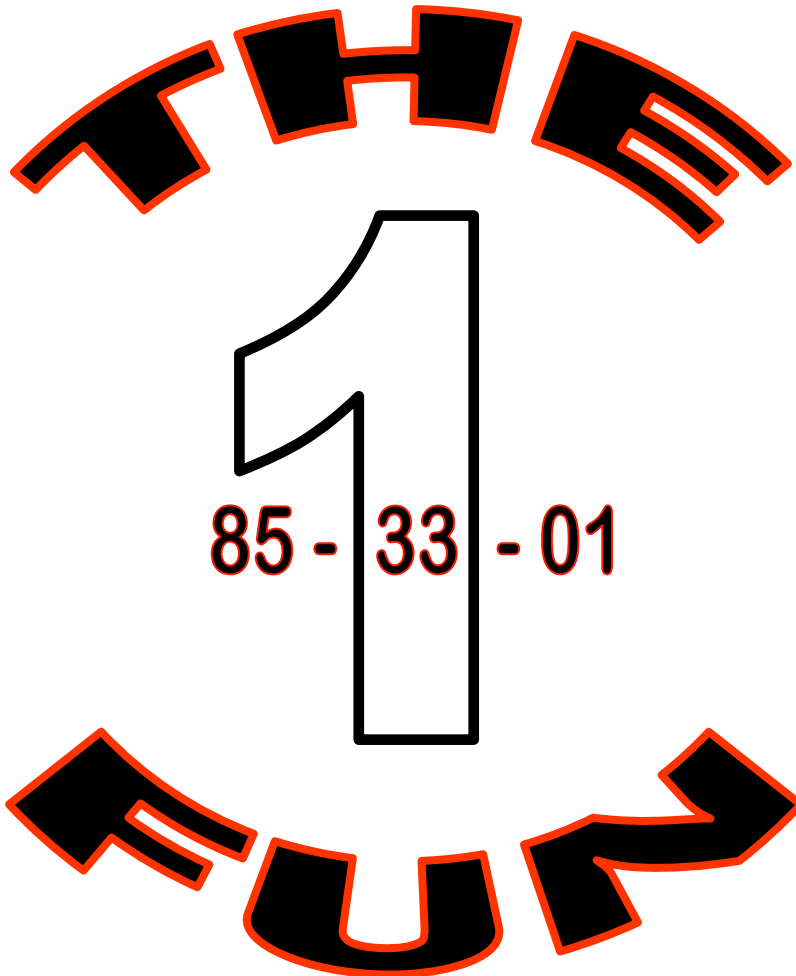


“The Fun One”

VOLUME 9, NUMBER 2, FEBRUARY 2018



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

FLOTILLA 33-1 OFFICERS

Flotilla Commander (FC) - James Miller
Vice Flotilla Commander (VFC) - Shane Wilson
Immediate Past Flotilla Commander (IPFC) -
Barb Westcott
Secretary (FSO-SR) - Jean Goble
Treasurer (FSO-FN) - George McNary
Communications (FSO-CM) - James Wolfe
Communication Services (FSO-CS) -
Barb Westcott
Information Services (FSO-IS) -
Barclay Stebbins
Diversity (FSO-DV) - Jim Westcott
Materials (FSO-MA) - Bernie McNary
Marine Safety (FSO-MS) -
Aids to Navigation (FSO-NS) - Warren Koehler
Member Training (FSO-MT) - George McNary
Operations (FSO-OP) -
Public Affairs (FSO-PA) - Jim Westcott
Publications (FSO-PB) - Barb Westcott
Public Education (FSO-PE) - James Miller
Human Resources (FSO-HR) - Richard Goble
Program Visitor (FSO-PV) - James Wolfe
Vessel Examiner (FSO-VE) - James Wolfe

Send articles for "The Fun One" to:
Barb Westcott
1808 Franklin St.
Bellevue, NE 68005-3456
Fax: 402-397-2306
E-mail: kc0h1b@cox.net

Published by and for members
of Flotilla 33-1 U.S. Coast
Guard Auxiliary 8th Western
Rivers Region. Opinions
expressed herein are not
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

03 February	Division Meeting, Training and Change of Watch
14 February	Valentine's Day
19 February	Flotilla Meeting
11 March	Daylight Saving Time Begins
17 March	St. Patrick's Day
19 March	Flotilla Meeting

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

INSIDE THIS EDITION

Flotilla Officers	2
Schedule of Events	2
Flotilla Commander's Notes ...	3
The Diversity Minute	4
Coast Guard Information	5-9
Information Bug	10-13
February Calendar	14
March Calendar	15

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



CONFIDENTIALITY NOTICE-PRIVACY ACT OF 1974
The disclosure of the personal information contained in this publication is subject to the provisions contained in the Privacy Act of 1974. The subject Act, with certain exceptions, prohibits the disclosure, distribution, dissemination or copying of any material containing the home addresses, home telephone number, spouses names and social security numbers, except for official business. Violations may result in disciplinary action by the Coast Guard

FLOTILLA COMMANDER'S MESSAGE



Commander's Note February 2018

Commander's Remarks

We had to fall back to plan B last month. The 40&8 club house was closed due to inclement weather. It raised a lot of questions about the future of the 40&8 club and our ability to continue to meet at that location.

I attended the 40&8 Promenade the Thursday following our flotilla meeting. High on my agenda was the status of the club and access to the club house. During that meeting, I learned that the leadership of the 40&8 Voiture are also concerned about future of the club house. In fact, they are currently determining if they can keep the club house open. I expect that question to be answered at the next Voiture meeting the Thursday following our flotilla meeting. I will certainly be reporting to the membership what the future of the 40&8 club house will be. I expect to bring up future meeting locations at our flotilla meeting.

The recent government shut down had operational implications at the 2018 Boating Fishing Sport and RV event at the Mid America Center. Jim Westcott commented that we did not seem to have the same public draw in civilian clothing as we normally do when we are in uniform. I know that several members were involved in the set-up and tear-down of the display. I want to thank everyone that helped for the time and personal attention each gave to make it as successful as could be under the circumstances.

During the last meeting, we were all able to meet and welcome Spencer Goodwater and Benjamin Zimmerman. These gentlemen have indicated their interest in joining the flotilla. They are using the Coast Guard Auxiliary in support of their Sea Scout goals. I am happy to hear of their interest in joining our flotilla. I ask that all members make it a point to welcome both these young men to our next flotilla meeting.

James Miller, FC
085-33-01





THE DIVERSITY MINUTE

By Jim Westcott, VFC, FSO-DV/PA

Okay, I've said it before but it bears repeating. There's room for everybody in the Auxiliary. Young - Old, Tall - Small, Strong - Weak, Hearty and Hale - Weak and Frail, etc. etc. etc.

Always look at a person with the idea that they would bring something to the group. A person may not be able to become a crew member on patrol for one reason or another, however, they might be the best PA person in your flotilla. Do not underestimate the abilities of your fellow man (or woman) just because of an perceived disability. That wheel chair will probably keep him/her out of the crew program, so what else could they bring to the table? Communications expertise, HR, the possibilities are endless. So stop trying to think "outside the box" instead, throw the "box" away and discover what will become a partnership that will enhance the skills and talents between the candidate and the Auxiliary.



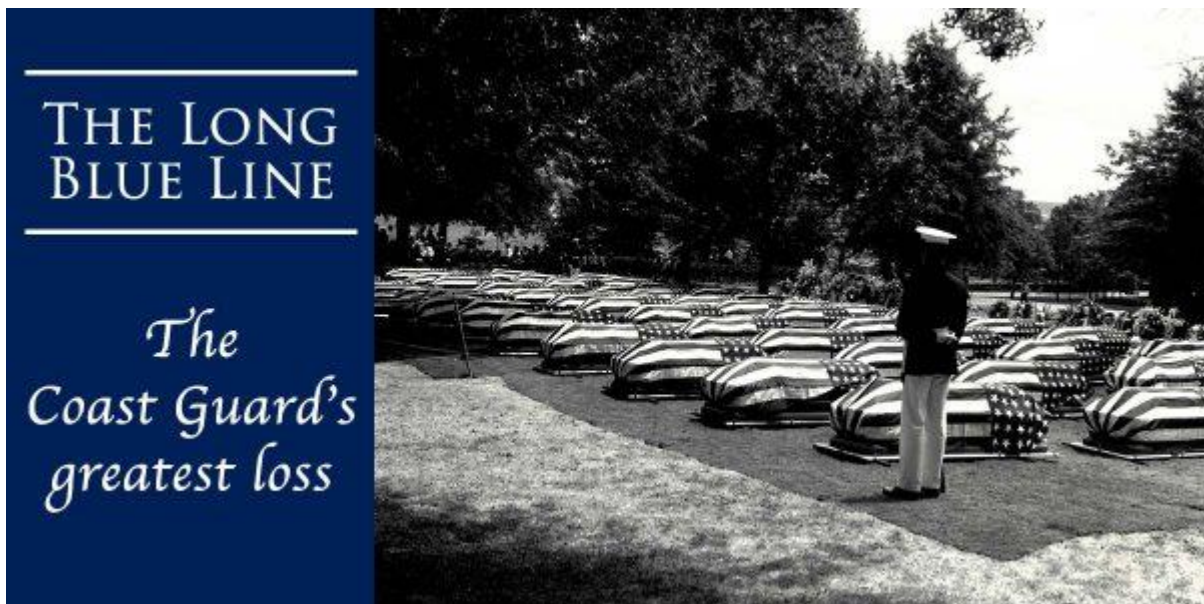
Coast Guard Information

<http://coastguard.dodlive.mil/2018/01/the-long-blue-line-uss-serpens-the-coast-guards-greatest-loss/>

Posted by PA2 Connie Terrell, Thursday, January 25, 2018

This blog is part of a series honoring the long blue line of Coast Guard men and women who served before us. Stay tuned as we highlight the customs, traditions, history and heritage of the Coast Guard.

Written by William H. Thiesen, Ph.D.
Coast Guard Atlantic Area Historian



"I felt and saw two flashes after which only the bow of the ship was visible. The rest had disintegrated and the bow sank soon afterwards." – Coast Guard Lt. Cmdr. Perry Stinson, USS Serpens commanding officer

The quote above refers to the Coast Guard-manned USS Serpens. Nearly 73 years ago on Jan. 29, 1945, a catastrophic explosion destroyed the transport. In terms of lives lost, the destruction of the Serpens ranks as the single largest disaster ever recorded in Coast Guard history.



USS Serpens at anchor somewhere in the Pacific islands with derricks extended to take on cargo. U.S. Navy photo.

In March 1943, an EC-2 class “Liberty Ship” was laid down under a Maritime Commission contract as “Hull #739” by the California Shipbuilding Corporation of Wilmington, California. It was launched less than a month later as the SS Benjamin N. Cardozo. Two weeks later it was transferred to the U.S. Navy and designated AK-97. The transport was 442 feet in length, displaced 14,250 tons and had a top speed of 11 knots. For defense it carried one 5-inch gun, one 3-inch gun, two 40mm and six 20mm anti-aircraft cannons. Its crew consisted of 19 officers and 188 enlisted men. In late May, the Navy renamed the transport Serpens, after a constellation in the Northern Hemisphere, and commissioned the vessel in San Diego under the command of Coast Guard Lt. Cmdr. Magnus Johnson.

Following a shakedown cruise off Southern California, Serpens loaded general cargo at Alameda, California, and, on June 24, set sail to support combat operations in the Southwest Pacific. It steamed between the supply hub of New Zealand and various Pacific islands, such as Tonga, Vitu Levu, Tutuila, Penrhyn, Bora Bora, Aitutaki, and Tongatabu. In early December, Serpens moved its operations into the southern Solomons, re-supplying bases and units on Florida Island, Banika Island, Guadalcanal and Bougainville. In February 1944, its crew was ordered back to New Zealand for dry-dock and, for another four months, they delivered materials to bases in the New Hebrides and Solomons.

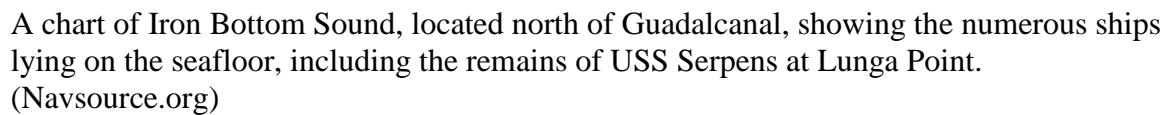


An aerial view of Lunga Point, Guadalcanal, during World War II showing the airfield captured by the U.S. Marines early in the campaign. U.S. Navy photo.

In late July 1944, Lt. Cmdr. Perry Stinson assumed command from Johnson. From that time into the fall of 1944, *Serpens* resumed operations carrying general cargo and rolling stock between ports and anchorages within the Solomon Islands. In mid-November, it loaded repairable military vehicles from the Russell Islands and Guadalcanal and sailed for New Zealand. After offloading in New Zealand, three of its holds were converted for ammunition stowage. Late in December 1944, *Serpens* commenced loading at Wellington, completed loading at Auckland, New Zealand, and returned to the Solomons in mid-January 1945.

Monday, January 29, found *Serpens* anchored off Lunga Point, Guadalcanal. Lunga Point had served as the primary loading area for Guadalcanal since the U.S. military's first offensive of World War II began there in August 1942. *Serpens's* commanding officer, a junior officer and six enlisted men went ashore while the rest of the crew loaded depth charges into the holds or performed their usual shipboard duties. Late in the day, in the blink of an eye, the explosive cargo stowed in *Serpens's* holds detonated. An enlisted man aboard a nearby Navy personnel boat gave the following eyewitness account:

"As we headed our personnel boat shoreward, the sound and concussion of the explosion suddenly reached us and, as we turned, we witnessed the awe-inspiring death drams unfold before us. As the report of screeching shells filled the air and the flash of tracers continued, the water splashed throughout the harbor as the shells hit. We headed our boat in the direction of the smoke and, as we came into closer view of what had once been a ship, the water was filled only with floating debris, dead fish, torn life jackets, lumber and other unidentifiable objects. The smell of death, and fire, and gasoline, and oil was evident and nauseating. This was sudden death, and horror, unwanted and unasked for, but complete."



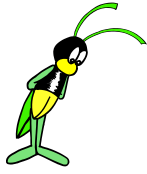
USS Serpens crew's caskets arrive at Arlington National Cemetery from Guadalcanal in 1949. U.S. Coast Guard photo.

At first, the loss of Serpens was attributed to enemy action and three Purple Heart Medals were issued to the two survivors and posthumously to Levin. However, a court of inquiry later determined that the cause of the explosion could not be established from surviving evidence. By 1949, the U.S. Navy officially closed the case deciding that the loss was not due to enemy action but an “accident intrinsic to the loading process.”

Today, all that remains of the Serpens is the bow section sitting upside down on the sea floor off Lunga Point. The dead were initially buried at the Army, Navy and Marine Corps Cemetery at Guadalcanal. The crew’s mortal remains were later exhumed and shipped to Arlington National Cemetery for burial. On June 15, 1949, Serpens’s Coast Guardsmen were interred on Arlington Cemetery’s Coast Guard Hill. A monument to the Serpens listing all of the lost crewmembers was erected over the gravesite and dedicated on Nov. 16, 1950.



Retired Coast Guard officer Richard Stoud plays taps at the Serpens Memorial in November 2013. U.S. Coast Guard photo.



BY THE INFORMATION BUG

By Barb Westcott

FEBRUARY NOTES

<https://www.cdc.gov/disasters/winter/staysafe/hypothermia.html>

Hypothermia, or abnormally low body temperature, is a dangerous condition that can occur when a person is exposed to extremely cold temperatures. Stay safe this winter by learning more about hypothermia, including who is most at risk, signs and symptoms, and what to do if someone develops hypothermia.

What is Hypothermia?

- Hypothermia is caused by prolonged exposures to very cold temperatures. When exposed to cold temperatures, your body begins to lose heat faster than it's produced. Lengthy exposures will eventually use up your body's stored energy, which leads to lower body temperature.
- Body temperature that is too low affects the brain, making the victim unable to think clearly or move well. This makes hypothermia especially dangerous, because a person may not know that it's happening and won't be able to do anything about it.
- While hypothermia is most likely at very cold temperatures, it can occur even at cool temperatures (above 40°F) if a person becomes chilled from rain, sweat, or submersion in cold water.

Who's Most at Risk?

- Victims of hypothermia are often:
- Older adults with inadequate food, clothing, or heating
- Babies sleeping in cold bedrooms
- People who remain outdoors for long periods—the homeless, hikers, hunters, etc.
- People who drink alcohol or use illicit drugs.

Recognizing Hypothermia

Warnings signs of hypothermia:

Adults:

- shivering, exhaustion
- confusion, fumbling hands
- memory loss, slurred speech drowsiness

Infants:

- bright red, cold skin
- very low energy



Continued on the next page

Don't Wait- Take Action

If you notice any of these signs, take the person's temperature. **If it is below 95° F, the situation is an emergency—get medical attention immediately.**

If medical care is not available, begin warming the person, as follows:

- Get the victim into a warm room or shelter.
- If the victim has on any wet clothing, remove it.
- Warm the center of the body first—chest, neck, head, and groin—using an electric blanket, if available.
You can also use skin-to-skin contact under loose, dry layers of blankets, clothing, towels, or sheets.
- Warm beverages can help increase body temperature, but do not give alcoholic beverages. Do not try to give beverages to an unconscious person.
- After body temperature has increased, keep the person dry and wrapped in a warm blanket, including the head and neck.
- Get medical attention as soon as possible.

A person with severe hypothermia may be unconscious and may not seem to have a pulse or to be breathing. In this case, handle the victim gently, and get **emergency assistance immediately.**

- Even if the victim appears dead, CPR should be provided. CPR should continue while the victim is being warmed, until the victim responds or medical aid becomes available. In some cases, hypothermia victims who appear to be dead can be successfully resuscitated.

Be Prepared

Taking a first aid and emergency resuscitation (CPR) course is a good way to prepare for cold-weather health problems. Knowing what to do is an important part of protecting your health and the health of others.

Taking preventive action is your best defense against having to deal with extreme cold-weather conditions. By preparing your home and car in advance for winter emergencies, and by observing safety precautions during times of extremely cold weather, you can reduce the risk of weather-related health problems.

Hypothermia Chart		
If the Water Temp. (F) is...	Exhaustion or Unconsciousness	Expected Time of Survival is...
32.5	Under 15 Min.	Under 15-45 Min.
32.5-40.0	15-30 Min.	30-90 Min.
40-50	30-60 Min.	1-3 Hr.
50-60	1-2 Hr.	1-6 Hr.
60-70	2-7 Hr.	2-40 Hr.
70-80	3-12 Hr.	3-Indefinitely
over 80	Indefinitely	

Continued on the next page

<https://www.cdc.gov/disasters/winter/staysafe/frostbite.html>

Frostbite is a serious condition that's caused by exposure to extremely cold temperatures. Stay safe this winter by learning more about frostbite, including who is most at risk, signs and symptoms, and what to do if someone develops frostbite.

What is Frostbite?

Frostbite is a bodily injury caused by freezing that results in loss of feeling and color in affected areas. It most often affects the nose, ears, cheeks, chin, fingers, or toes. Frostbite can permanently damage the body, and severe cases can lead to amputation.

Who's Most at Risk?

You may have a greater risk of developing frostbite if you:

- Have poor blood circulation
- Are not properly dressed for extremely cold temperatures

Recognizing Frostbite

At the first signs of redness or pain in any skin area, get out of the cold or protect any exposed skin—frostbite may be beginning. Any of the following signs may indicate frostbite:

- a white or grayish-yellow skin area
- skin that feels unusually firm or waxy
- numbness
- A victim is often unaware of frostbite until someone else points it out because the frozen tissues are numb.



Copyright © Ron Leishman · <http://ToonClips.com/0099>

What to Do

If you detect symptoms of frostbite, seek medical care. First determine whether the victim also shows signs of [hypothermia](https://www.cdc.gov/disasters/winter/staysafe/hypothermia.html)(<https://www.cdc.gov/disasters/winter/staysafe/hypothermia.html>). Hypothermia is a more serious medical condition and requires emergency medical assistance.

If (1) there is frostbite but no sign of hypothermia and (2) immediate medical care is not available, proceed as follows:

- Get into a warm room as soon as possible.
- Unless absolutely necessary, do not walk on frostbitten feet or toes—this increases the damage.
- Immerse the affected area in warm—not hot—water (the temperature should be comfortable to the touch for unaffected parts of the body).
- Or, warm the affected area using body heat. For example, the heat of an armpit can be used to warm frost bitten fingers.
- Do not rub the frostbitten area with snow or massage it at all. This can cause more damage.
- Don't use a heating pad, heat lamp, or the heat of a stove, fireplace, or radiator for warming. Affected areas are numb and can be easily burned.

These procedures are not substitutes for proper medical care. Hypothermia is a medical emergency and frostbite should be evaluated by a health care provider.

Be Prepared

Taking a first aid and emergency resuscitation (CPR) course is a good way to prepare for cold-weather health problems. Knowing what to do is an important part of protecting your health and the health of others.

Taking preventive action is your best defense against having to deal with extreme cold-weather conditions. By preparing your home and car in advance for winter emergencies, and by observing safety precautions during times of extremely cold weather, you can reduce the risk of weather-related health problems.





February 2018



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

March 2018



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	19 Flotilla 33-1 Meeting Forty & Eight Club	20	21	22	23	24
25	26	27	28	29	30	31