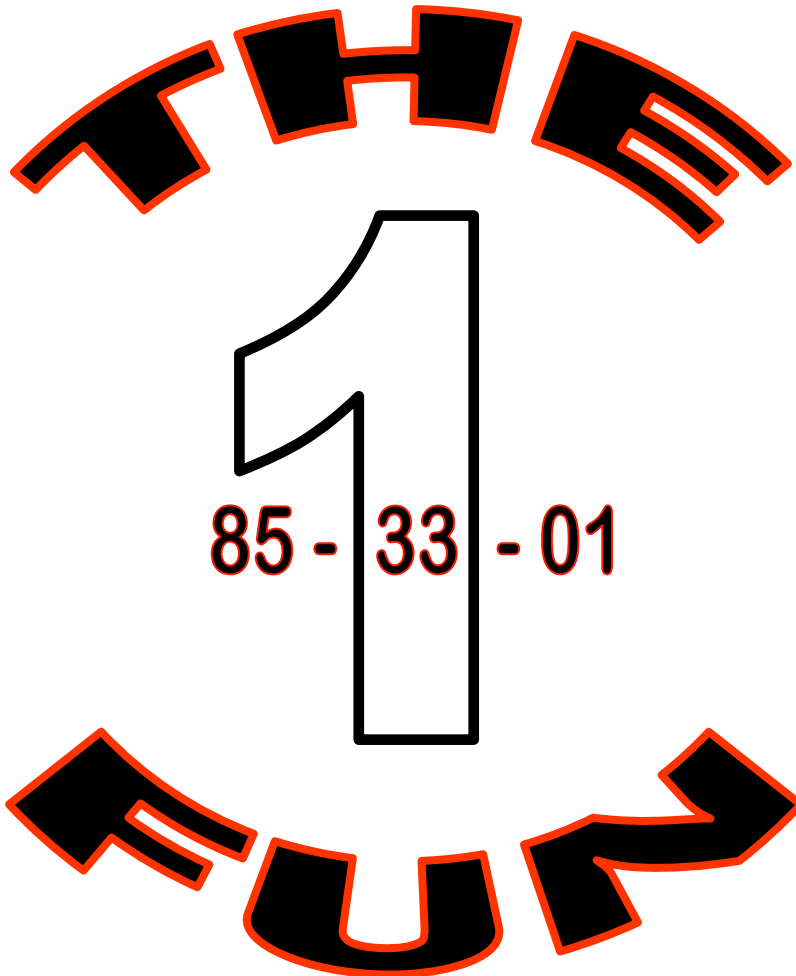


“The Fun One”

VOLUME 9, NUMBER 8 AUGUST 2018



Flotilla 33-1
Bellevue Medical Center
Bellevue, Nebraska

FLOTILLA 33-1 OFFICERS

Flotilla Commander (FC) - James Miller
Vice Flotilla Commander (VFC) - Jim Westcott
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) - James Miller
Aids to Navigation (FSO-NS) - Warren Koehler
Member Training (FSO-MT) - George McNary
Operations (FSO-OP) - James Miller
Public Affairs (FSO-PA) - Jim Westcott
Publications (FSO-PB) - Barb Westcott
Public Education (FSO-PE) - James Miller
Human Resources (FSO-HR) -
Program Visitor (FSO-PV) - James Wolfe
Vessel Examiner (FSO-VE) - James Wolfe

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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

04 August	Division Picnic
20 August	Flotilla Meeting
08 September	World O' Water
17 September	Flotilla Meeting
TBA	Check your emails for dates regarding flotilla operations

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



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FLOTILLA COMMANDER'S MESSAGE



Commander's Note July 2017

The Missouri State Highway Patrol states that marine theft is on an increase and is usually performed by relatively unskilled, young amateurs who strike where they find targets of opportunity.

They have provided a few simple tips to prevent the loss of your important asset.

The best way to keep thieves from stealing property is to not leave valuables exposed. Removing marine electronics, fishing tackle and equipment from boats would eliminate the majority of thefts.

Mark all equipment, including rods, reels and tackle boxes. Engrave your Drivers License Number or other identifying information on your removable marine items. And don't forget to mark contents of drawers and compartments. Those marks will help law enforcement officers in identifying your equipment and getting it back to you.

Photograph the interior and exterior of your vessel. Show all installed equipment and any removable equipment. Date and sign the photographs and add any clarifying or identifying messages. Then keep the photos in a safe place. Not on your boat.

Remove small outboard motors from boats that will be left unattended for an extended period of time. As an alternative, you can add an outboard motor lock. They can be pried off but it just makes it harder and less convenient for prospective thieves. Don't forget to take the propeller off the motor. They are expensive items to replace.

Trailered boats are the most vulnerable of marine equipment. The thief can just hitch it up and take off. If possible store the boat and trailer in a secure location. If stored at your home, put it in the back yard, out of sight. Store it so the tongue of the trailer is not easily located. If storing in the drive or carport, place another vehicle or other large item in front of it. You can even remove one wheel to eliminate the temptation of your trailered boat.

Remember: out of sight – out of mind.
James

THE DIVERSITY MINUTE

<https://www.scientificamerican.com/article/how-diversity-makes-us-smarter/>

How Diversity Makes Us Smarter

Being around people who are different from us makes us more
creative, more diligent and harder-working

By Katherine W. Phillips on October 1, 2014



IN BRIEF

Decades of research by organizational scientists, psychologists, sociologists, economists and demographers show that socially diverse groups (that is, those with a diversity of race, ethnicity, gender and sexual orientation) are more innovative than homogeneous groups.

It seems obvious that a group of people with diverse individual expertise would be better than a homogeneous group at solving complex, nonroutine problems. It is less obvious that social diversity should work in the same way—yet the science shows that it does.

This is not only because people with different backgrounds bring new information. Simply interacting with individuals who are different forces group members to prepare better, to anticipate alternative viewpoints and to expect that reaching consensus will take effort.

(Editor's note (1/30/17): In response to President Donald Trump's immigration order to close U.S. borders to refugees and visitors from seven predominantly Muslim countries, which has impacted scientists and students, we are republishing the following article from our 2014 special report on how diversity powers science and innovation.)

Continued on the next page

The first thing to acknowledge about diversity is that it can be difficult. In the U.S., where the dialogue of inclusion is relatively advanced, even the mention of the word “diversity” can lead to anxiety and conflict. Supreme Court justices disagree on the virtues of diversity and the means for achieving it. Corporations spend billions of dollars to attract and manage diversity both internally and externally, yet they still face discrimination lawsuits, and the leadership ranks of the business world remain predominantly white and male.

It is reasonable to ask what good diversity does us. Diversity of *expertise* confers benefits that are obvious—you would not think of building a new car without engineers, designers and quality-control experts—but what about social diversity? What good comes from diversity of race, ethnicity, gender and sexual orientation? Research has shown that social diversity in a group can cause discomfort, rougher interactions, a lack of trust, greater perceived interpersonal conflict, lower communication, less cohesion, more concern about disrespect, and other problems. So what is the upside?

Advertisement

The fact is that if you want to build teams or organizations capable of innovating, you need diversity. Diversity enhances creativity. It encourages the search for novel information and perspectives, leading to better decision making and problem solving. Diversity can improve the bottom line of companies and lead to unfettered discoveries and breakthrough innovations. Even simply being exposed to diversity can change the way you think. This is not just wishful thinking: it is the conclusion I draw from decades of research from organizational scientists, psychologists, sociologists, economists and demographers.

INFORMATION AND INNOVATION

The key to understanding the positive influence of diversity is the concept of informational diversity. When people are brought together to solve problems in groups, they bring different information, opinions and perspectives. This makes obvious sense when we talk about diversity of disciplinary backgrounds—think again of the interdisciplinary team building a car. The same logic applies to social diversity. People who are different from one another in race, gender and other dimensions bring unique information and experiences to bear on the task at hand. A male and a female engineer might have perspectives as different from one another as an engineer and a physicist—and that is a good thing.

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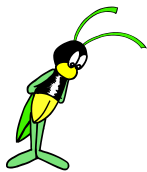
Research on large, innovative organizations has shown repeatedly that this is the case. For example, business professors Cristian Deszö of the University of Maryland and David Ross of Columbia University studied the effect of gender diversity on the top firms in Standard & Poor's Composite 1500 list, a group designed to reflect the overall U.S. equity market. First, they examined the size and gender composition of firms' top management teams from 1992 through 2006. Then they looked at the financial performance of the firms. In their words, they found that, on average, "female representation in top management leads to an increase of \$42 million in firm value." They also measured the firms' "innovation intensity" through the ratio of research and development expenses to assets. They found that companies that prioritized innovation saw greater financial gains when women were part of the top leadership ranks.

Racial diversity can deliver the same kinds of benefits. In a study conducted in 2003, Orlando Richard, a professor of management at the University of Texas at Dallas, and his colleagues surveyed executives at 177 national banks in the U.S., then put together a database comparing financial performance, racial diversity and the emphasis the bank presidents put on innovation. For innovation-focused banks, increases in racial diversity were clearly related to enhanced financial performance.

Evidence for the benefits of diversity can be found well beyond the U.S. In August 2012 a team of researchers at the Credit Suisse Research Institute issued a report in which they examined 2,360 companies globally from 2005 to 2011, looking for a relationship between gender diversity on corporate management boards and financial performance. Sure enough, the researchers found that companies with one or more women on the board delivered higher average returns on equity, lower gearing (that is, net debt to equity) and better average growth.



TO BE CONTINUED NEXT MONTH



BY THE INFORMATION BUG

By Barb Westcott

AUGUST NOTES

<http://live.cgaux.org/?p=6313>

COAST GUARD AUXILIARY LIVE OFFICIAL BLOG OF THE U.S. COAST GUARD AUXILIARY

*The Long Blue Line: local enforcer to global responder—
nearly 230 years of Coast Guard transformation!*

SUNDAY, JULY 22, 2018

Posted by: Administrator

Originally Posted by Diana Sherbs, Thursday, July 19, 2018

Written by William H. Thiesen

Coast Guard Atlantic Area Historian

"You can kick this old service around, tear it to pieces, scream from the house-tops that it is worthless, ought to be abolished or transferred to the Navy, have the people in it fighting among themselves and working at cross purposes and it bobs up serenely bigger and stronger than ever."
Cmdr. Russell R. Waesche, Sr., 1935



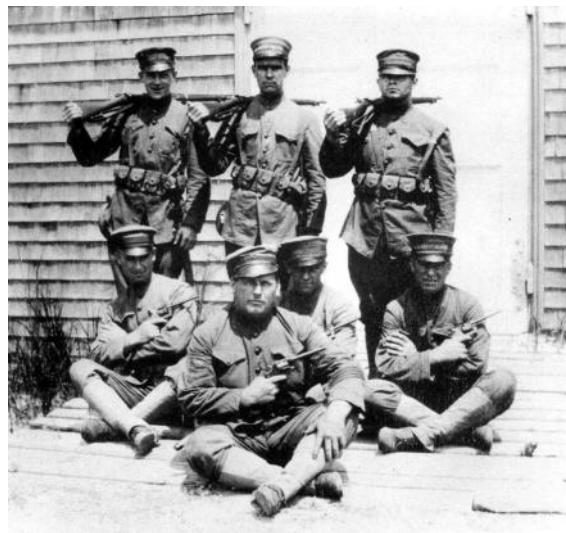
Photograph of World War II U.S. Coast Guard commandant, Adm. Russell Waesche.
U.S. Coast Guard photo.

Continued on the next page

As the quote by World War II Commandant Russell Waesche indicates, the evolution of the United States Coast Guard provides a truly unique study in organizational history. This August marks the 228th birthday of an agency that has endured through the absorption of other agencies along with their missions, personnel, offices and assets. In spite of reorganizations and departmental transfers, the service has expanded in range and mission set. Throughout it all, the Coast Guard has been shaped by national and world events, wars and all forms of maritime disasters, so that the Coast Guard's motto, Semper Paratus "Always Ready," seems appropriate now more than ever.

The organizational model of the Coast Guard resulted from several federal agencies. Congress established the service's original predecessor agency, the U.S. Revenue Cutter Service, in 1790 at the insistence of first Treasury Secretary Alexander Hamilton. Hamilton started the service with a fleet of 10 small sailing vessels, each one assigned to an East Coast seaport. A local customs collector oversaw each cutter's operation and the collectors received their orders directly from the secretary of treasury. In addition to its original mission of law enforcement, the 1800s saw Congress assign the service the missions of defense (in time of war) and search and rescue. However, until the 20th century, the service remained a civilian agency militarized only in time of war.

Within 100 years of its founding, the Revenue Cutter Service began to develop a global reach. As the U.S. expanded from East Coast to Gulf Coast and on to the West Coast, revenue cutters populated regional ports, such as New Orleans and San Francisco. By 1867, cutters had begun cruising Alaskan waters and the Spanish-American War sent them as far away as southwest Pacific. With the annexation of Hawaii in 1898, cutters began regular patrols in various parts of the Pacific. With this territorial growth came an increase in missions, including fisheries enforcement and humanitarian response.



Rare photo of Coast Guard boat station crew in World War I uniforms U.S. Coast Guard photo.

Continued on the next page

The second federal service that helped form the Coast Guard was the U.S. Life-Saving Service. Established by Congress in 1878, the Life-Saving Service incorporated a system of 12 districts to administer its boat stations, which numbered 183 by 1881. In 1915, President Woodrow Wilson merged the Life-Saving Service with the Revenue Cutter Service to form the U.S. Coast Guard. The new service became not only the nation's foremost search and rescue agency, capable of coastal lifesaving operations and high seas rescues; it became an official U.S. military service.

The early 20th century saw the Coast Guard grow in scope and geographic reach. By 1915, the service had begun to conduct the International Ice Patrol, which located dangerous icebergs afloat in navigable waters of the North Atlantic. In World War I, the service came under Navy control. The war expanded the Coast Guard's area of responsibility well beyond U.S. territorial waters. The service's new cruising grounds included the Atlantic and Pacific oceans and adjoining bodies of water, such as the Mediterranean and Caribbean seas. In 1937, Congress placed responsibility for domestic icebreaking with the Coast Guard, a mission that would expand to international waters during World War II.



A Coast Guard icebreaker underway and breaking ice in a polar cruise. U.S. Coast Guard photo.

World War II accelerated change within the Coast Guard. In 1939, the war erupted in Europe and Franklin Roosevelt's administration moved the Lighthouse Service from the Commerce Department into the Coast Guard. By absorbing the Lighthouse Service, the Coast Guard adopted the aids-to-navigation mission. Once again, the service came under Navy control for wartime operations. In 1942, the Bureau of Marine Inspection and Navigation moved as a temporary measure from the Commerce Department to the Coast Guard, adding marine safety to the service's growing list of missions. At war's end, the service returned to its place within the Department of Treasury after contributing 250,000 men and women to the war effort.

The postwar years saw the Coast Guard undergo dramatic changes. In 1946, the wartime adoption of the Bureau of Marine Inspection and Navigation was made permanent. In 1965, the Navy dropped its icebreaking mission making the Coast Guard the only federal agency providing domestic and polar icebreaking services. The year 1967 saw Lyndon Johnson's administration move the Coast Guard from the Department of Treasury to the new Department of Transportation. That same year, Congress tasked the Coast Guard with regulating and administering bridges built over navigable waterways.

In the late 20th century, international environmental, economic and political developments created new missions for the Coast Guard. During this period, the frequency of major maritime oil spills grew dramatically adding the maritime environmental response mission to the service's growing list. Political upheaval and poverty in the Caribbean began driving illegal aliens to U.S. shores increasing the need for migrant interdiction in Coast Guard's 7th District. In addition, the rapid growth of illegal narcotics smuggling by sea drove the need for highly trained boarding teams known as Law Enforcement Detachments, which specialized in interdicting drug smuggling vessels. Late in the 20th century, the service also added an airborne drug interdiction unit called the Helicopter Interdiction Squadron.



Coast Guard Law Enforcement Detachment crew seizing suspected pirates. U.S. Coast Guard photo

The beginning of the 21st century brought unexpected changes to the Coast Guard. The September 2001 terrorist attacks led to several alterations in the service's organizational structure. In 2002, the service began establishing Maritime Safety and Security Teams in major ports and later founded specialized Maritime Security Response Teams. In 2003, the Coast Guard left the Department of Transportation to become a cornerstone agency within the new Department of Homeland Security. Including the wartime transfers to and from the Navy, it was a record sixth time that the Coast Guard had changed agencies. In addition, for the first time, homeland security had become an important part of the service's overall mission.

In 1790, Alexander Hamilton established a small fleet of coastal law enforcement vessels to patrol off East Coast seaports. Over the next 228 years, the service experienced rapid growth in its geographic area of responsibility, mandated missions, and organization through mergers with other maritime services, reorganizations, and transfers from one federal agency to another. These frequent changes demanded remarkable flexibility and resourcefulness of the Coast Guard. The service has lived-up to its motto *Semper Paratus* by adapting and evolving to meet the nation's changing needs emerging as a global responder known and respected at home and abroad.



Fire boat response crews battle the blazing remnants of the off shore oil rig Deepwater Horizon, April 21, 2010. A Coast Guard MH-65C dolphin rescue helicopter and crew document the fire aboard the mobile offshore drilling unit Deepwater Horizon, while searching for survivors April 21. Multiple Coast Guard helicopters, planes and cutters responded to rescue the Deepwater Horizon's 126 person crew. U.S. Coast Guard photo.



August 2018



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 ★HAPPY★ BIRTHDAY! to the USCG
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20 Flotilla 33-1 Meeting Bellevue Medical Center	21	22	23	24	25
26	27	28	29	30	31	

September 2018



Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8 World O' Water
9	10	11	12	13	14	15
16	17 Flotilla 33-1 Meeting Bellevue Medical Center	18	19	20	21	22
23	24	25	26	27	28	29
30						