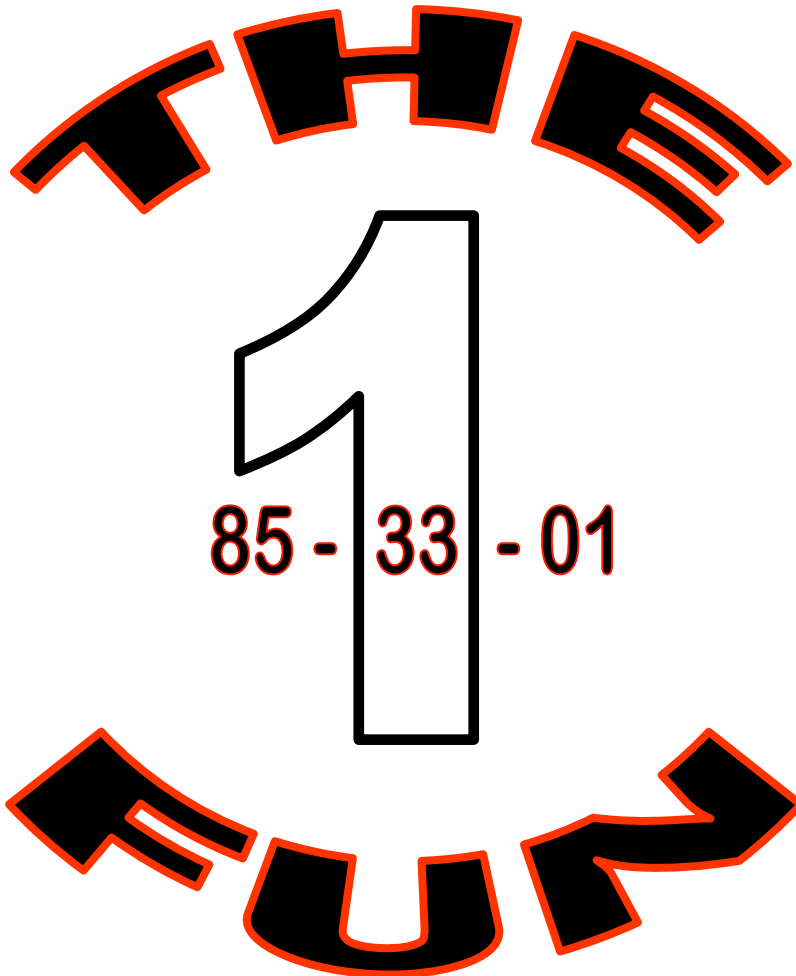


# “The Fun One”

VOLUME 9, NUMBER 12, DECEMBER 2018



**Flotilla 33-1  
40 & 8 Club  
Omaha, 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) - Barclay Stebbins  
Public Affairs (FSO-PA) - Jim Westcott  
Publications (FSO-PB) - Barb Westcott  
Public Education (FSO-PE) - James Miller  
Human Resources (FSO-HR) - James Miller  
Program Visitor (FSO-PV) - James Wolfe  
Vessel Examiner (FSO-VE) - James Wolfe

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Guard Auxiliary 8th Western  
Rivers Region. Opinions  
expressed herein are not  
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U.S. Coast Guard or U.S. Coast  
Guard Auxiliary.

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

## SCHEDULE OF EVENTS

08 December	Division Holiday Party
15 December	Holiday Party & Meeting
17 December	<b>NO FLOTILLA MEETING</b>
25 December	Christmas Day
31 December	New Year's Eve
17 January	Set-up for the River City Hunting and Fishing Expo
18-20 January	River City Fishing And Hunting Expo
21 January	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/WOW\\_signin.php?](http://wow.uscgaux.info/WOW_signin.php?unit=)  
[unit=](http://wow.uscgaux.info/WOW_signin.php?unit=)**



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## FLOTILLA COMMANDER'S MESSAGE



### Commander's Note December 2017

Shipmates,

Every month for two years I've been asked to write the Commander's column. Every column has been a struggle for me because I'm not particularly articulate. I've been asked to write my last article and I'm not finding it any easier.

I feel that the past two years have had their ups and downs. We've made some gains in membership, had a good year of training the recreational boating public and then the most recent year has experienced a down year for that training. During the two years, we lost an important member and I'll not soon forget how Richard Goble helped me feel a valuable member of this flotilla.

Another way I feel we've been successful is in our support of Division 33, Great Plains Area. As you are all aware, we frequently represent the total of Division 33, Great Plains Area. I think that is a testament to your dedication to the U.S. Coast Guard Auxiliary and ultimately the division. Of that I am very proud.

We've had some good public affairs events, including World O' Water, River City Hunting and Fishing Expo and some events that Mother Nature challenged. But in the end, Flotilla One, Omaha NE, demonstrated professionalism and always showed the U.S. Coast Guard Auxiliary in a very positive light. Again a demonstration of your dedication.

Flotilla One, Omaha NE, has been the recipient of the Diversity Award for two years. One of the few flotillas that can claim such. We've also been recognized for the Fun One, described as one of the best publications in the district. I know, from personal experience, that producing the publication is no easy task. The flotilla is frequently asked to help by submission of articles. While I'm sure the publisher would say that there have not been enough submissions, there have been some very interesting articles from those in the flotilla.

So, the past two years have been successful ones overall. I thank you all for making Flotilla One, Omaha NE, such a valuable asset to the U.S. Coast Guard, the Auxiliary, and to Division 33, Great Plains Area.

Semper Paratus.

# THE DIVERSITY MINUTE

By Jim Westcott, VFC, FSO-PA/DV

The following can be found at:

<http://coastguard.dodlive.mil/2018/02/tbl-african-american-coast-guard-achievements-and-diversity-highlights-of-the-last-century/>

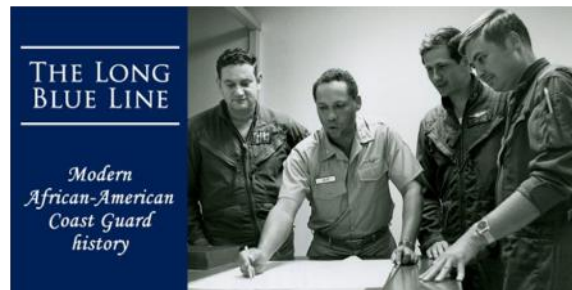
## The Long Blue Line: African-American Coast Guard achievements and diversity highlights of the last century

Posted by Diana Sherbs, Thursday, February 15, 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.*

**William H. Thiesen, Ph.D.**

*Coast Guard Atlantic Area Historian*



Capt. Bobby Wilks was the first minority aviator in the service who later became the first minority air station commander. U.S. Coast Guard photo.

The history of African-American participation in the Coast Guard and its predecessor services dates back to the very founding of the service in 1790. In 228 years of Coast Guard history, African-Americans were the first minority group to serve; however, as a minority, African-Americans have achieved the greatest progress over the last 100 years.

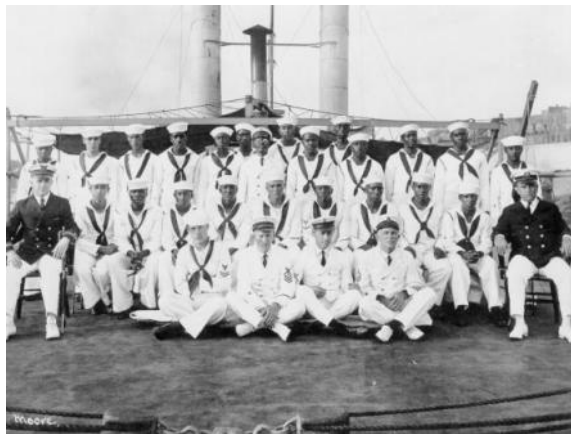
Discrimination against minorities, such as African-Americans, gradually began to decline in the early 20th century. At that time, the all-black Pea Island Lifesaving Station stood as a symbol of minority service in a predominantly white agency. The African-American Berry family saw over 20 family members serve, starting with the Lifesaving Service in 1897, with approximately 400 years of total career service between several family members. At the same time, Lighthouse Service lightships and lighthouses experienced a greater degree of integration than ever before, with some installations employing more than 50 percent minority crews.

[Continued on the next page](#)



Very rare and faded photograph showing the original Pea Island Life-Saving Station crew and keeper, Richard Etheridge, on the left side. U.S. Coast Guard photo.

From 1919 to 1925, the service stationed paddlewheel cutters on the Mississippi and Ohio rivers to provide assistance during the seasonal floods that historically plagued those waterways. [Cutter Yocona](#) of Vicksburg, Mississippi, served as a minority highlight of the Interwar Period. With the exception of officers and non-commissioned officers (NCOs), the enlisted crew was entirely African-American, including petty officers in every rating. Yocona was one of the first integrated ships in U.S. history; however, the service never recognized Yocona as an experiment in desegregation. More than likely, the service hired the best-qualified watermen in the area without intending the cutter to serve as an example of racial integration. Later, in World War II, the [U.S. Navy](#)'s first desegregated ships employed this same system of white officers and NCOs, with black enlisted men while the war's desegregated Coast Guard cutters included African-Americans in both senior enlisted and officer ranks.



This photograph shows the earliest image of an integrated crew with African-American enlisted personnel. However, Yocona was not a deliberate experiment in desegregation. U.S. Coast Guard photo.

Continued on the next page

The 1920s also saw minorities entering officer and command positions afloat. In 1928, Petty Officer 1st Class [Clarence Samuels](#), a boatswain's mate, assumed command of the 67-foot cutter AB-15. Born in 1903, Samuels grew up in the Panama Canal Zone and enlisted there in 1920 aboard the Coast Guard Cutter Earp. Even though he grew up in Central America, the service still categorized him, and other Black-Hispanic recruits, as African-Americans. As a senior enlisted man, Samuels became the first recognized African-American Coast Guardsman to receive a cutter command.



A photo showing different generations of the Berry family who served with distinction from the 19th century on into the 20th. U.S. Coast Guard photo.

During World War II, the Coast Guard undertook the federal government's first official experiments in military desegregation. In 1943, the Coast Guard began sending African-American officer candidates through its [Coast Guard Academy](#)-based [Reserve Officer Training Program](#) and commissioned its first African-American officers. By late 1943, the Coast Guard assigned 50 black enlisted men and officers to the Coast Guard-manned [USS Sea Cloud](#). The experiment proved a success and set the standard for integration in other Coast Guard and Navy vessels. Both the commissioning of African-American officers and the Sea Cloud experiment came a year before similar diversity milestones in the Navy. By 1945, the Coast Guard had appointed three African-American ship commanders, one on the East Coast, another guarding the Panama Canal and a third in the Pacific. In addition, five African-American women enlisted in the [SPARS](#), the Coast Guard Women's Reserve. They were the first black females to don a Coast Guard uniform.



Vincent "Vince" Patton, shown in this photograph, was the first minority Coast Guardsman to achieve enlisted rank of Master Chief Petty Officer of the Coast Guard. U.S. Coast Guard photo.

Continued on the next page

By the end of the war, all enlisted rates were open to black recruits. However, that advance was just the beginning as African-Americans achieved greater access to all branches of the service in the 1950s. The first black cadet entered the Coast Guard Academy in 1955; however, [Merle Smith](#) became the first African-American graduate in 1966. In 1957, African-American [Bobby Wilks](#) broke the service's color barrier in aviation, becoming the Coast Guard's first minority aviator. In 1977, he attained the rank of captain, the first recognized minority officer to do so. In 1979, Wilks also became the service's first minority commander of an air station after assuming command of Air Station Brooklyn. In the 1970s and 1980s, African-Americans recorded numerous Coast Guard "firsts." In 1976, African-Americans made up seven percent of the service's total active duty personnel and African-American officers served up to the rank of commander and the enlisted rank of master chief. African-American women first graduated from the Academy in 1983 and dozens of black women climbed the enlisted and officer ranks during the 1980s and 1990s. In 1998, [Vincent "Vince" Patton](#) became the first minority enlisted man advanced to Master Chief Petty Officer of the Coast Guard. That same year, Erroll Brown became the service's first black flag officer.

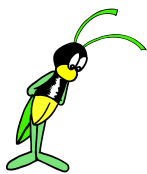


In 2010, Manson Brown became the first minority service member to become a Coast Guard area commander and three-star admiral. U.S. Coast Guard photo.

The 21st century saw more color barriers fall. In 2002, [Stephen Rochon](#) became the second African-American flag officer. The first African-American female aviator, Jeanine McIntosh, earned her wings in 2005. [Lt. Felicia Thomas](#) took command of the Coast Guard Cutter Pea Island in 2009 to become the first black female cutter commander. In 2010, [Manson Brown](#) became [Pacific Area](#) commander and vice admiral. It was the highest Coast Guard rank achieved by an African-American and only the second minority individual to attain that rank.

African-Americans comprise the largest and the longest serving minority in the U.S Coast Guard. They have pioneered the way ahead for all minorities in the Coast Guard, U.S. military, and the nation. While the service celebrates highlights of African-American service in the Coast Guard, it should recognize the accomplishments of hundreds of thousands of African-Americans over the course of its 228-year history. These members of the long blue line have struggled for equal rights and persevered with a dedication that has benefited all who serve in the U.S. Coast Guard.





## ***BY THE INFORMATION BUG***

*By Barb Westcott*

### ***DECEMBER NOTES***

Information for this article may be found at:  
<http://coastguard.dodlive.mil/2014/12/7-tips-to-keep-you-safe-on-the-water-this-winter/>

## **7 tips to keep you safe on the water this winter**

Posted by LT Katie Braynard, Wednesday, December 3, 2014



Coast Guard crews are trained in cold water rescue techniques, but knowing these crucial winter safety tips can help save your life! U.S. Coast Guard photo.

Regardless of the region in which you live, the winter season brings added tips to help you stay safe on the water. With colder air and water temperatures, it's crucial to be prepared for anything if you happen to be heading out on the water for any activity this winter –boating, kayaking, paddle boarding or even ice fishing and snowmobiling.

If you plan to participate in any water activity this winter – know what will keep you safe! Planning and preparation are key to any safe outing on the water, but also knowing some basic safety and cold water immersion tips can help save your life.

Here are 7 tips to help keep you safe on the water this winter:

#### **1. File a float plan**

**Filing a float plan** can be as easy as telling a loved one where you are headed and when you plan to return. Leaving this crucial information with someone on shore can help rescuers narrow down where to look if you don't return when scheduled. If time allows, you should always try to fill out a completed float plan and update it as changes occur – every piece of information proves more helpful than you may think!

Continued on the next page



## 2. Always wear a lifejacket



Life jackets are crucial equipment that keep you safe while out on the water. Find a style that works for you and your activities and just wear it! Photo courtesy of Paul Newman.

Make sure the [lifejacket](#) is Coast Guard-approved and fits properly. Just as important as wearing one yourself, you should always make sure the people with you have one on as well. Even if you think having a lifejacket onboard your boat or you are a strong swimmer and need one, just wear it. It's so much easier to be prepared for the worst than reach for a stowed life jacket. There are so many different types of life jackets these days, you can easily find one that fits your needs and lifestyle to keep you safe.

## 3. Have some form of communication on you at all times.

On a boat, the easiest thing to have is a working marine-brand VHF radio and a handheld GPS. This will easily allow you to call for help and give rescuers your position if necessary. Cell phones don't always receive reception in the areas you may be going on your boat – so better to be prepared with extra equipment and not need it, than need it and not have it. The Coast Guard always monitors VHF Channel 16 for distress.

If you're staying close to shore on a kayak or paddleboard, the next best thing is to have a cell phone with you to call for help if something happens. Keep your cell phone along with your other valuables in a zip locked bag to keep them safe until you need to use them .

## 4. Dress for the water, not the air

Even though the temperature outside may be 60 to 70 degrees, the water temperature could be near freezing. It's always crucial to check the water temperature and know the proper protective equipment that will keep you warm in the worst case scenario.



Continued on the next page



U.S. Coast Guard graphic designed by Petty Officer 3rd Class Adam Stanton.

### **5. Know the 1-10-1 principle**

Knowing some basic cold-water immersion principles can greatly increase your chances of survival if something goes wrong. Although the times are approximate, in general you should try to remember [1-10-1](#):

1 – You have one minute after being submerged in water to get your breathing under control and realize what has happened. If breathing isn't controlled immediately, the possibility of drowning drastically increases. This is often referred to as the body's response to "cold water shock."

10 – After gaining your awareness, there are 10 minutes of meaningful movement to help someone self-recover. After ten minutes, it's likely the cold water temperatures will cause a loss of dexterity in fingers and arms, lessening the ability to recover yourself.

1 – There is approximately one hour until hypothermia will set in and someone could become unconscious.

### **6. Maintain situational awareness at all times**

As a general safe boating tip, situational awareness should always be maintained when on the water. Whether it be knowing what is happening around the boat, keeping an eye on changing weather or even knowing where the boat is, good situational awareness can help a bad situation from getting worse.

### **7. Always be responsible and never boat under the influence.**

[Boating under the influence](#) decreases overall situational awareness and lessens their ability to recognize dangerous situations before they occur. There should always be a designated boater when heading out. The safety of each person aboard the boat depends on it!



Maintaining appropriate situational awareness and always wearing a life jacket – and ensuring others with you wear them as well – are crucially important to keep you safe on the water. U.S. Coast Guard photo.

# December 2018



Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8 Division 33, Great Plains Area Holiday Party
9	10	11	12	13	14	15 Omaha NE Holiday Dinner & Meeting
16	17  NO Omaha NE Meeting	18	19	20	21	22
23	24	25 	26	27	28	29
30	31 NEW YEAR'S EVE					

# January 2019



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17 Set-up for the River City Fishing & Hunting Expo	18 River City Fishing & Hunting	19 River City Fishing & Hunting
20 River City Fishing & Hunting	21 Omaha NE Flotilla Meeting 40 & 8 Club	22	23	24	25	26
27	28	29	30	31		