

# “The Fun One”

VOLUME 10, NUMBER 8, AUGUST 2019



**The Winner of  
The 8th Western Rivers Region  
2017  
Best Flotilla Newsletter Award**

**WE ARE  
THE  
1  
85 - 33 - 01  
FUN**



**Flotilla 33-1  
2500 Bellevue Medical Center Drive  
Bellevue, NE 68123  
Conference Room D**



## FLOTILLA 33-1 OFFICERS

Flotilla Commander (FC) - Jim Westcott  
Vice Flotilla Commander (VFC) - Jim Wolfe  
Secretary (FSO-SR) - Bernie McNary  
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) - Shane Wilson  
Materials (FSO-MA) - Bernie McNary  
Marine Safety (FSO-MS) - Warren Koehler  
Aids to Navigation (FSO-NS) - Warren Koehler  
Member Training (FSO-MT) - Jim Westcott  
Operations (FSO-OP) - Barclay Stebbins  
Public Affairs (FSO-PA) - Jim Westcott  
Publications (FSO-PB) - Barb Westcott  
Public Education (FSO-PE) - Jim Wolfe  
Human Resources (FSO-HR) - Shane Wilson  
Program Visitor (FSO-PV) - James Wolfe  
Vessel Examiner (FSO-VE) - James Wolfe

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Published by and for mem-  
bers 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

04 August	USCG Birthday
19 August	Flotilla Meeting
07 September	World O' Water
16 September	Flotilla Meeting
17-20 October	Fall D-Train
09 November	Division Meeting

**See the calendars and check our website  
for possible date changes, RBS dates and  
other operations**

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**Want to see more pictures?  
Please remember to check out the web-  
site at:  
<http://wow.uscgaux.info/>**



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## FLOTILLA COMMANDER'S MESSAGE



### Commander's Note August 2019

Where is this "BOX" that everyone says we must think out of? I haven't seen it. I don't even know where it is, but I'm sure that it exists - - - somewhere. So, why all this rambling, you ask? Well, the summer (read that 'prime boating time' in our AOR) is almost over. We have about 90 days (more or less) left when the combined air and water temperatures allow for safe immersion in the water. The river is still inaccessible for the most part, and those areas that have functioning boat ramps have NOT A DROP of fuel.

So, what is an Auxiliarist to do? Find that 'box' and think out of it? Okay. Let us try. Our shipmates in 33 have invited us to the Des Moines area lakes that have not been decimated by the high water. There has even been mention of traveling to the Mississippi River area to assist in an event there. All is workable if you don't have anything else to do on your weekends.

With the Auxiliary's understandable leanings toward safety in our operations I would hope that there is a method in place that would give (for the lack of a better word) a waiver, for qualifications, patrol hours, etc. when it is unsafe to get out on the water. As it stands now several of the members in Division 33 will be red flagged at the end of this operational season and must start the qualification process all over again.

Well, so much for my ramblings. Stay safe out there everyone!

Semper Paratus  
Jim Westcott, FC



# THE DIVERSITY MINUTE

Barb Westcott, VCDR  
FSO-CS/PB

This information may be found at:  
<https://www.quora.com/What-are-3-major-differences-between-diversity-and-inclusion>

## What are 3 major differences between diversity and inclusion?

### Diversity

**Diversity is any dimension that can be used to differentiate groups and people from one another. In a nutshell, it's about empowering people by respecting and appreciating what makes them different, in terms of age, gender, ethnicity, religion, disability, sexual orientation, education, and national origin.**

Diversity allows for the exploration of these differences in a safe, positive, and nurturing environment. It means understanding one another by surpassing simple tolerance to ensure people truly value their differences. This allows us both to embrace and also to celebrate the rich dimensions of diversity contained within each individual and place positive value on diversity in the community and in the workforce.

Each individual in an organization brings with them a diverse set of perspectives, work and life experiences, as well as religious and cultural differences. The power of diversity can only be unleashed and its benefits reaped when we recognize these differences and learn to respect and value each individual irrelevant of their background. At Global Diversity Practice, we help organizations to implement diversity policies that will help instill inclusion, respect and appreciation across the entire workforce.



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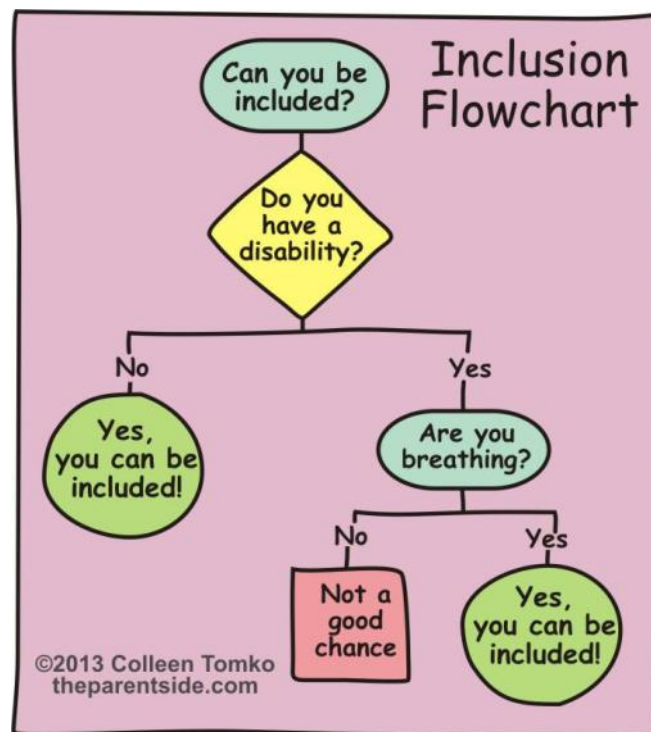
## Inclusion

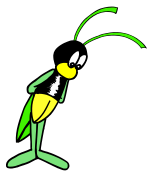
**Inclusion is an organizational effort and practices in which different groups or individuals having different backgrounds are culturally and socially accepted and welcomed, and equally treated. These differences could be self-evident, such as national origin, age, race and ethnicity, religion/belief, gender, marital status and socioeconomic status or they could be more inherent, such as educational background, training, sector experience, organizational tenure, even personality, such as introverts and extroverts.**

Inclusion is a sense of belonging. Inclusive cultures make people feel respected and valued for who they are as an individual or group. People feel a level of supportive energy and commitment from others so that they can do their best at work. Inclusion often means a shift in an organization's mind-set and culture that has visible effects, such as participation in meetings, how offices are physically organized or access to particular facilities or information.

The process of inclusion engages each individual and makes people feel valued as being essential to the success of the organization. Evidence shows that when people feel valued, they function at full capacity and feel part of the organization's mission. This culture shift creates higher performing organizations where motivation and morale soar.

In simple terms, diversity is the mix and inclusion is getting the mix to work well together.





# **BY THE INFORMATION BUG**

*By Barb Westcott, VCDR*

## **AUGUST NOTES**

Information for this article may be found at:

<https://www.military.com/coast-guard-birthday/history-of-coast-guard-flags.html>

### **History of Coast Guard Flags**



#### **The Coast Guard Standard**

The origins of the Coast Guard standard are very obscure. It may have evolved from an early jack. At least one contemporary painting supports this theory. In an 1840 painting, the Revenue cutter *Alexander Hamilton* flies a flag very similar to today's Coast Guard standard as a jack. This flag, like the union jack, which is the upper corner of the United States flag, appears to be the canton or upper corner of the Revenue cutter ensign.

An illustration in 1917 shows the Coast Guard standard as a white flag with a blue eagle and 13 stars in a semi-circle surrounding it. At a later date, the words, "United States Coast Guard -- *Semper Paratus*" were added.

After 1950, the semi-circle of stars was changed to the circle containing 13 stars. The Coast Guard standard is used during parades and ceremonies and is adorned by our 34 battle streamers. *We are unique to the other services for we have two official flags, the Coast Guard standard and the Coast Guard ensign.*

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## The Coast Guard Ensign

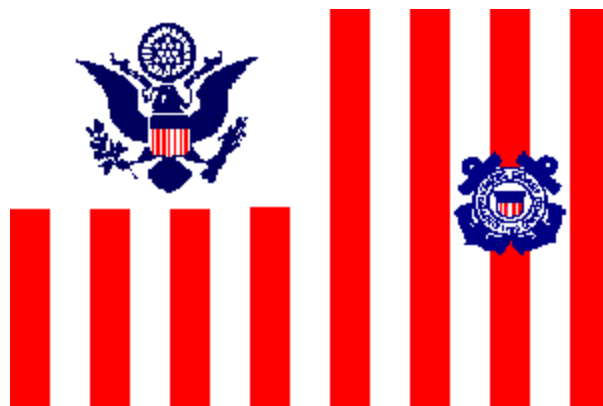
The initial job of the first revenue cutters was to guarantee that the maritime public was not evading taxes. Import taxes were the lifeblood of the new nation. Smuggling had become a patriotic duty during the revolution. If the new nation under the Constitution were to survive, this activity needed to be stopped.

Working within a limited budget, cutters needed some symbol of authority. Neither officers nor men had uniforms. How could a revenue cutter come alongside a merchant ship during an age of pirates and privateers and order it to heave to?

The solution was to create an ensign unique to the revenue cutter to fly in place of the national flag while in American waters. Nine years after the establishment of the Revenue Cutter Service, Congress, in the Act of March 2, 1799, provided that cutters and boats employed in the service of the revenue should be distinguished from other vessels by a unique ensign and pennant.

On August 1, 1799, Secretary of the Treasury, Oliver Wolcott, issued an order announcing that in pursuance of authority from the President, the distinguishing ensign and pennant would consist of, *"16 perpendicular stripes, alternate red and white, the union of the ensign to be the arms of the United States in a dark blue on a white field."*

The ensign was poignant with historical detail, inasmuch as in the canton of the flag, there are 13 stars, 13 leaves to the olive branch, 13 arrows and 13 bars to the shield. All corresponded to the number of states constituting the union at the time the nation was established. The 16 vertical stripes in the body are symbolic of the number of States composing the Union when this ensign was officially adopted.



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This ensign soon became very familiar in American waters and served as the sign of authority for the Revenue Cutter Service until the early 20th century. The ensign was intended to be flown only on revenue cutters and boats connected with the Customs Service. Over the years it was found flying atop custom houses as well. President William Howard Taft, however, issued an Executive Order June 7, 1910, adding an emblem to the ensign flown by the Revenue cutters to distinguish it from the ensign flown from the custom houses, which read: *"By virtue of the authority vested in me under the provisions of Sec. 2764 of the revised Statutes, I hereby prescribe that the distinguishing flag now used by vessels of the Revenue Cutter Service be marked by the distinctive emblem of that service, in blue and white, placed on a line with the lower edge of the union, and over the center of the seventh vertical red stripe from the mast of said flag, the emblem to cover a horizontal space of three stripes. This change to be made as soon as practicable."*

At about this time, cutters began flying the U.S. flag as their naval ensign and the revenue ensign became the Service's distinctive flag.

When the service adopted the name Coast Guard, the Revenue Cutter Service's ensign became the distinctive flag on all Coast Guard cutters as it had been for the revenue cutters.

The colors used in the Coast Guard ensign today, as in the Revenue Cutter Service, are all symbolic. The color red stands for our youth and sacrifice of blood for liberty's sake. The color blue not only stands for justice, but also for our covenant against oppression. The white symbolizes our desire for light and purity.

As it was intended in 1799, the ensign is displayed as a mark of authority for boardings, examinations and seizures of vessels for the purpose of enforcing the laws of the United States . The ensign is never carried as a parade or ceremony standard.



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## **The Jack and Commission Pennant**

During its early years, the Revenue Cutter Service flew the canton (the upper corner of the flag nearest the staff) of the Revenue Cutter ensign as its jack. This practice persisted at least into the 1830s. Prior to the U.S. Civil War, the Revenue Cutter Service adopted as its new jack the canton of the United States Flag (the Union Jack) and this continues to this day.

Now, the jack is flown from the jackstaff only while at anchor. During the early years of the Service, it was frequently flown on special occasions either at the jackstaff or atop the main mast while underway as well as when at anchor.

The Coast Guard commission pennant was created at the same time as the ensign in 1799. The original commission pennant bore the same style American eagle as the ensign, 16 vertical red and white stripes, and a white-over-red vertical tail.

Prior to the U.S. Civil War, the Revenue Cutter Service adopted a commission pennant which had thirteen blue stars on a white field, thirteen vertical red and white stripes, and a red swallowed tail.


Sometime after the Civil War, the Service adopted the same commission pennant as the U.S. Navy. This pennant has thirteen white stars on a blue field, thirteen vertical red and white stripes, and a red swallowed tail. The pennant is flown from the top of the main mast.

By 1930, however, the Service had again changed its commission pennant. This pennant, with an inboard section that is a blue field with white stars, thirteen vertical red and white stripes, and a red swallowed tail, is the same one currently in use. The interesting thing about this change in practice is that there was apparently no regulation that ordered the Service to change from that commission pennant which was also used by the U.S. Navy.



# August 2019



Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4 USCG BIRTH- DAY 	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19 Omaha NE Flotilla Meeting	20	21	22	23	24
25	26	27	28	29	30	31

# September 2019



<b>Sun</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>Fri</b>	<b>Sat</b>
<b>1</b>	<b>2</b> Labor Day	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b> World O' Water Wehrspann Lake
<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>
<b>15</b>	<b>16</b> Omaha NE Flotilla Meeting	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>
<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>
<b>29</b>	<b>30</b>					