

“The Fun One”

VOLUME 10, NUMBER 10, OCTOBER 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
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Published by and for members of
Omaha NE Flotilla
U.S. Coast Guard Auxiliary
8th Western Rivers Region.
Opinions
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Guard Auxiliary.

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

SCHEDULE OF EVENTS

17-20 October 8WR Fall Business Meeting
21 October Flotilla Meeting
09 November Division Meeting and Election
Training to follow
18 November Flotilla Meeting and Elections

**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
website at:
<http://wow.uscgaux.info/>**



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FLOTILLA COMMANDER'S MESSAGE



Commander's Note October 2019

Welcome to Fall. It is slowly getting cooler and soon the fall rains, changing leaves, college football (Go Big Red) and Halloween will be upon us. I for one look forward to the changing seasons. Keep in mind that we still have several shipmates that need crew hours. Remember that safety is extremely important. As we put in for orders keep in mind the 'two temps' that are so important and dress accordingly.

As I was getting ready to write this, we received a call from Warren Koehler informing us that his better half (Deb) had suffered a broken leg and is in the hospital. As you sit here reading this she will have been transferred to a "rehab facility" for follow-up care. We wish her well and encourage anyone reading this to send a get well card, phone call, or personal visit. I just wondered if there was any truth the rumor about Deb falling while training for Dancing with the Stars. When asked Warren just smiled. Get Well Deb.

W-O-W (World of Water) was another success, with the assistance of two of the best flotillas in Division 33. We interacted with about 2,500 citizens (of all ages) providing information about the Auxiliary as well as the Coast Guard Academy. A faciliti from the NP Dodge Flotilla was able stand guard as a safety over watch. Why you ask, well the Boy Scouts were giving free canoe rides. And we all know how stable canoes are specially to the untrained canoeists. The inevitable did happen but they were within "walking" distance back to shore and all was well. I would like to thank all of the Auxiliarists involved in this event for their cooperation and assistance in making it happen. Thank you - you have truly emulated what "Team Coast Guard" is all about.

Semper Paratus
Jim Westcott, FC



THE DIVERSITY MINUTE

Barb Westcott, VCDR FSO-CS/PB

and

Jim Westcott, FC

The Words listed below can all be found in the Word Search Puzzle
on the next page.

However there are several (6 to be exact) other words that are
either related to the Auxiliary or to diversity.

Can you find them all?

DIVERSITY - EQUAL - TEAM WORK

COAST GUARD - INCLUSION - DIFFERENT - ACCEPTANCE

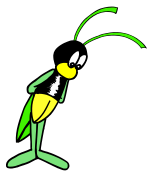
ASSORTMENT - AGE - ABILITIES

CAPABILITY - AUXILIARY - SKILL

VALUE - ?

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L	I	S	T	D	V	O	P	G	S	R	Q	X	T	L	Z	H	D	N	M	V
S	D	R	Y	L	D	I	F	F	R	E	N	T	C	E	N	T	W	K	B	O
Q	W	I	A	S	D	F	G	H	J	A	Z	X	C	V	B	N	M	Q	W	E
R	T	N	V	Y	U	I	O	P	W	D	A	Z	X	S	W	E	D	C	V	F
R	T	C	G	E	B	N	H	C	Y	Y	V	U	J	M	L	P	O	Z	X	C
A	S	L	F	G	R	H	J	O	U	S	A	K	L	A	Z	S	E	R	T	G
T	H	U	E	B	B	S	A	A	T	E	L	C	U	N	R	E	S	F	H	L
Q	E	S	T	A	U	O	I	S	A	D	U	Q	G	H	J	C	M	W	E	F
F	B	I	C	S	R	W	I	T	T	V	E	W	B	G	E	N	D	E	R	N
T	Q	O	F	S	H	K	U	G	Y	B	C	Z	P	I	Y	A	R	W	D	F
Y	E	N	T	O	M	M	Y	U	Q	U	E	D	V	Y	J	T	L	W	L	E
N	I	C	W	R	O	T	E	A	M	W	O	R	K	I	K	P	M	N	R	C
E	F	B	J	T	I	L	Z	R	W	C	T	T	B	W	V	E	T	N	I	L
S	H	I	P	M	A	T	E	D	R	Z	Y	A	G	E	I	C	R	E	W	O
D	G	J	L	E	S	X	E	B	E	R	O	B	N	S	P	C	M	R	E	T
F	E	A	V	N	O	P	O	Y	T	I	L	I	B	A	P	A	C	X	E	Q
B	R	A	I	T	L	D	R	S	K	I	L	L	C	I	M	I	O	F	E	F
F	E	E	G	O	O	Q	U	U	R	E	H	T	E	G	O	T	T	E	G	G
R	T	Y	Y	X	Y	I	I	I	M	N	Y	I	O	W	V	B	T	C	R	E
D	B	I	R	Z	A	G	N	S	E	M	P	E	R	P	A	R	A	T	U	S
Q	U	E	S	B	L	G	I	R	D	W	E	S	N	I	P	P	Q	M	R	M



BY THE INFORMATION BUG

By Barb Westcott, VCDR

OCTOBER NOTES

This is the second of a three part article.

Information for this article may be found at:

<https://www.boatus.com/seaworthy/winter/winterizing.pdf>

Storage Ashore

To say that a boat is better off stored on land is to assume it will be resting on something that provides adequate support. In most cases, damage ashore occurs slowly as hulls get distorted due to a lack of support, creating problems ranging from poor engine alignment to broken stringers and bulkheads. To prevent that damage, pay careful attention to exactly how your boat is laid up.

Custom-Made Cradles

Custom-made cradles are designed specifically to support critical areas of a boat – its engines, bulkheads, and keel. Custom-made cradles provide better support than any of the alternatives, but don't store your boat on a cradle that was built for a different model boat. Steel cradles are best, but wooden cradles will also do the job if they have been inspected for deteriorated wood and corroded fastenings. Shipping cradles are probably OK, but most will require some modification to improve lateral support before they can be used for winter storage.

Jack Stands

Storing cradles in the off-season is problematic at crowded boatyards, which instead rely on a combination of screw type jack stands, blocks, and timbers to support hulls. Your boat's manufacturer may be able to supply you with a blocking plan, indicating where blocks and jack stands should be placed to provide the best support for your boat. Or you can work with the yard manager to devise one yourself using a diagram of your boat. Save the plan and give a copy to anyone who hauls the boat in the future. Jack stands should be placed as far out from the boat as practical to support the boat in high winds, with at least three per side for boats over 26 feet and additional supports at overhangs. The weight of the boat can easily force a jack stand base deep into mud, sand, or asphalt. Even clay that seems brick hard can become a quagmire in heavy spring rains, allowing stands to

Continued on the next page

Jack Stands (continued)

loosen, shift, and spill the boat. Placing a sheet of plywood under each base and using safety chains to connect the stands will help to stabilize the support upon which your boat rests.

Jack stands stabilize the boat, but most of the boat's weight usually rests on its keel. Some boats have specific requirements to support the keel, and at least one manufacturer warns against putting weight on the keel. If the marina manager isn't familiar with your boat, check your manual or contact the manufacturer. Keels must be supported by wide timbers or blocks – the wider the better to distribute the load. On power-boats, additional support is usually recommended under inboard engines, fuel tanks, and heavy machinery. With outboard and stern-drive boats, weight should be taken off the transom by lowering the drive units onto a block.

After the boat is blocked, sight along the hull and keel to make sure the jack stands aren't depressing the hull. (You should also check in about two weeks, after it has settled.) The boat must also be level, or water could pool and cause stains, mildew, and/or gelcoat problems.

Dry Storage Racks

An increasing number of boats are being stored ashore on dry storage racks. These racks are designed for "typical" boat hulls, but can't always be adjusted to support unusual or atypical designs. If you have doubts about the support provided by a rack, consult a marine surveyor or consider an alternative winter location such as a trailer, which has adjustable rollers or pads that can be adapted to different boats. If storing your boat in a dry storage rack, whether in a climate-controlled facility, a shed, or outside, check with the boatyard about specific requirements for fuel tanks to prevent fires.

Trailers

In addition to being adjustable, trailers have the advantage of being mobile. Ideally, you'll take your trailerable boat to a gated, secure storage facility for the winter. If that's not an option, store it somewhere that avoids overhanging tree branches, which can break off in winter storms. Don't park too close to buildings with sloped roofs, or an avalanche of ice and snow may cause considerable damage to your boat. If storing a deep-draft sailboat on a trailer, you will need to provide additional lateral support using extra jack stands along each side. To reduce windage, unstep the mast of any trailerable sailboat.

Continued on the next page

Lifts

Storage on lifts can be the best of both worlds, with most of the advantages of hardstand storage while still allowing you to use your boat when the weather is balmy. But the BoatU.S. Marine Insurance claim files show that lifts do not fare well in hurricanes and strong nor'easters. Wind, waves, and surge can shift the boat, and torrential rains or heavy snow can increase the boat weight to the point of breaking the lift. If you live in an area with strong winter storms, or if your lift is exposed to fetch from the direction of the prevailing storm winds, it's better to store your boat on its trailer. Otherwise, make sure the hull is properly supported and will drain efficiently, and inspect your lift wires, chains, and fittings carefully before tucking your boat in for the winter. A cover is even more important for a boat stored on a lift. As with boats stored on the hard, the hull is exposed to the air, so make sure to winterize well before the freezing temperatures arrive.

WINTER BATTERY CARE

On small boats that aren't left in the water, you may want to take your batteries home and put them on a trickle charger. If you chose to keep them aboard, here are some tips: Top up wet-cell batteries with electrolyte. Make sure battery cable connections are tight and free of corrosion — clean them if necessary with a pot scrubber or emery board. Coat the connections with a corrosion inhibitor like Boeshield T-9. Leave the batteries hooked up to a marine charger that has a float setting or leave them unplugged but charge them up completely at least once a month.

Batteries left on an automotive trickle charger for long periods of time run the risk of boiling off the electrolyte and, at the extreme, exploding. Today's batteries do best when charged using a marine "smart charger" that varies the charge based on differences in battery chemistry and matches charging voltage to what the battery can accept at different stages of the charging cycle. When buying a marine battery charger, look for the following features:

- A three-stage charger with bulk, absorption, and float stages (or a four-stage charger with an additional prefloat stage) and battery type selection
- Output of 25-40 percent of the battery bank capacity in amp hours
- Temperature sensing at the batteries for automatic adjustment of charger output
- Equalization phase for use with flooded cell batteries
- Ignition protection if installed in a gasoline engine room space

Pictures from the joint time at Saylorville Lake on August 24, 2019.
Thank you to Barclay Stebbins for these pictures.





One of the slips at the marina



George McNary
headed to check a
friend's slip at
the marina



Pictures of the damage at N P Dodge Park Marina

These were taken on September 12, 2019.

This was the first time that anyone was lowed into the Marina after the devastating flood that occurred in March, 2019.

Photos by Barb Westcott, VCDR - FSO-PB/CS


October 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	18	19
				<div>8 Western Rivers Fall Business Meeting</div>		
20	21 Omaha NE Flotilla Meeting	22	23	24	25	26
27	28	29	30	31		

November 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	18 Omaha NE Flotilla Meeting	19	20	21	22	23
24	25	26	27	28  HAPPY THANKSGIVING!	29	30