

“The Fun One”

VOLUME 10, NUMBER 11, NOVEMBER 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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**On Facebook we are found at:
USCGAUX Flotilla 85-33-01**

SCHEDULE OF EVENTS

09 November Division Meeting and Election
Training to follow
18 November Flotilla Meeting and Elections
16 December **NO FLOTILLA MEETING**
21 December Flotilla Social and 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
website at:
<http://wow.uscgaux.info/>**



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FLOTILLA COMMANDER'S MESSAGE



Commander's Note November 2019

As I sit here and write this, Halloween is over, and Thanksgiving is around the corner. The Holiday Season is upon us all. It would behoove each and every one of us to sit down and reflect upon the events of the past year, the ups and the downs, the good the bad and the "so-so." As we reflect upon the past, be critical and investigate those events and how is it that they can be molded into a more positive experience, thus making our Auxiliary into something better than it was. Impossible? NO. Difficult, Yes but doable.

Get the training required finished, and yes, I was going to be a charter member of the procrastinators club but missed the sign up deadline, so take it for what it is worth. If your weakness is in tying knots, get help. We just happen to have an excellent knot tier in our flotilla, I know this for a fact as he taught me and if he can teach me he can teach anyone (Thanks Warren).

Speaking of teaching, the Tri-County CERT group is hosting a "Stop The Bleed" class on the 25th of November 2019. This very informative class will cover two important techniques of wound-packing and tourniquet use. Both are vital skills when seconds count and you are minutes away from EMS/First Responders. The class is an American College of Surgeons initiative and taught by local instructors. The class is free and will last about 90 minutes to two hours. For more information and to register contact: tricountycert@gmail.com

Semper Paratus
Jim Westcott, FC



THE DIVERSITY MINUTE

Barb Westcott, VCDR FSO-CS/PB

**The statements below are from the following article:
https://sph.unc.edu/files/2013/07/define_diversity.pdf**

A wide range of interests, backgrounds, experiences.

Diversity of experiences, viewpoints, backgrounds, and life experiences. Tolerance of thought, ideas, people with differing viewpoints, backgrounds, and life experiences.

Diversity in graduate school includes a group of people from different backgrounds (this can be many things not just racial). People with different skills and career interests and hobbies. People with different political points of view.

People with different opinions, backgrounds (degrees and social experience), religious beliefs, political beliefs, sexual orientations, heritage, and life experience

My definition of diversity would include openness to differences among people, cultures and perspectives.

Having a multitude of people from different backgrounds and cultures together in the same environment working for the same goals.

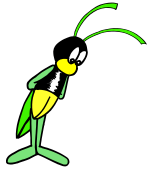
Variability of perspectives, people, backgrounds, skin color, language, age, sex in a group or community.

Diversity is a satisfying mix of ideas, cultures, races, genders, economic statuses and other characteristics necessary for promoting growth and learning among a group

The presence of, participation by, and respect for differing viewpoints, opinions, cultures, contexts, and approaches.

Having people of different ideologies, genders, socioeconomic backgrounds, races, ethnicities, age, and professional/academic background.

The presence of people from a variety of backgrounds and perspectives ranging from race to age to gender to hometown to educational experience.



BY THE INFORMATION BUG

By Barb Westcott, VCDR

NOVEMBER NOTES

This is the last of a three part article.

Information for this article may be found at:

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

Storage In The Water

Whenever the boat is stored in the water, it's in a pitched battle to keep out all the water surrounding it, and that battle gets considerably more difficult when ice might damage a thru-hull or bilge pump, when the electricity might go out causing batteries to go flat, and when snow buildup in the cockpit might submerge above-waterline fittings. If you are going to leave it in the water, make sure you pay careful attention to the following areas as well as to your battery.

Thru-hulls and other below-waterline openings

If the boat must be left in the water, all thru-hulls, except those for cockpit drains, have to be protected by closing all seacocks and gate valves. If your boat has thru-hulls below the waterline that can't be closed, it should be stored ashore for the winter. Raising and refurbishing a boat that sinks is a daunting job that can keep the boat in the repair yard for many weeks over the spring and summer. And all thru-hulls, especially the ones for the cockpit drains, must be double-clamped with stainless steel hose clamps where possible. When water freezes, it expands and will lift a poorly secured hose off a fitting.

After the seacock or gate valve has been closed, remove the hose so that it drains and then use an absorbent cloth or turkey baster to remove any residual water, which can freeze and crack the body. Reinstall the hose immediately and secure the two hose clamps.

Thru-hulls above the waterline are not required to have seacocks and most don't. That doesn't mean that these thru-hulls aren't vulnerable. Ordinary plastic thruhulls crack and deteriorate in sunlight, but that won't sink the boat until the weight of ice and snow in the cockpit forces the thru-hull below the water. Plastic thru-hulls near the waterline are especially vulnerable and should be replaced with bronze or Marelon.

Continued on the next page

Removable knotmeter impellers and depthsounder transducers, if any, should be removed and replaced with locking dummy plugs. And if your stuffing box (where the propeller shaft exits the hull) is dripping, adjust the nut until the dripping stops. Check for leaking in the rudder stuffing box(es) if your boat has one.

Exhaust Ports

It is advisable to plug exhaust ports when a boat is stored in the water because if snow piles up on the stern, exhaust ports get pushed below the surface. Plugging exhaust ports will also prevent unwanted guests from finding their way aboard. There have been several claims involving muskrats chewing their way through parts of the exhaust system, sinking the boat. Don't forget to remove plugs in the spring!

Bilge Pumps

If the bilge pump runs, it means your boat is taking on water – or, to put it another way, your boat is sinking (albeit slowly). There's no acceptable amount of leaking. Make sure the bilge is free of any debris or oil that might clog the pump or interfere with the switch, and that the bilge pump is wired directly to the batteries (with a fuse) so that it will operate when all of the switches are turned off at the main panel. Also check the operation of bilge pumps. After you've cleaned the bilge, add enough nontoxic antifreeze to trigger the float switch. Bail or sponge the remainder out.

Drain Plugs

Drain plugs must be out for the winter to prevent freeze damage, and if you don't have to worry about hurricanes, that's all that needs to be said. But if you're in a hurricane-prone area and you shrinkwrap the boat before hurricane season is over, purchase a one-way drain plug. That way, water would only get into the boat if the cover were ripped off, and then the drain plug would allow water out, but not in.

Docks And Docklines

Nylon lines stretch and absorb shock, which is good, but this stretching chafes the lines against chocks and other contact points. Chafe guards should always be used on lines when the boat is left unattended for long periods of time. Ready-made, polyester chafe protectors are available from marine chandleries or you can make your own out of heavy-duty polyester and Velcro. A dockline is usually the culprit when a boat sinks after being caught under a dock. This occurs more frequently in the winter, probably because of the stronger winds and higher tides. Centering the boat in the slip and using long docklines and springlines led at shallow angles will help to keep the boat well away from the dock. If your boat is tied to pilings, consider using TideMinders or other systems designed to allow the line to slide easily up and down the piling without getting caught.

[Continued on the next page](#)

To Cover or Not to Cover

Custom-made winter covers, typically canvas or synthetic, are a terrific benefit to your boat's gelcoat and general well-being. Some skippers mistakenly believe that biminis, which shield the crew from glaring sun, will also protect the boat from freezing rain and snow. Quite the contrary – expensive biminis tend to get ripped apart or age prematurely while doing nothing to protect the boat. Biminis should be stowed below, or better yet, taken home and cleaned over the winter. More frugal skippers seem to think that a few tarps stitched together with a spiderweb of lines qualify for winter duty. In the first serious storm, these end up shredded, and in their death throes they often deposit large amounts of snow and ice into the boat they are supposed to be protecting.

A good well-supported cover offers many benefits. It keeps leaves and debris from clogging scuppers and causing the boat to flood when a downpour comes or the snow melts. It keeps snow from accumulating in the cockpit and forcing the boat underwater in its slip or damaging thru-hull fittings on boats on the hard when meltwater freezes. It protects the deck from pooling water that can lead to delamination and freeze damage. And it protects gelcoat on the deck and coach roof from the elements, extending its life.


The best covers are custom made from canvas. With any custom cover, a frame, either wood or aluminum, should be used to circulate air and prevent pooling on the cover. Vents should also be built into the cover to encourage ventilation and reduce mildew. Never secure the boat's winter cover to the jack stands or support blocks because the stands can be yanked out during a strong blow.

Though shrinkwrapping is very effective at keeping rain and snow out, it will also trap moisture inside and create horrendous mildew problems if vents aren't used along the entire length of the cover. Another problem: Cabins and decks painted with two-part polyurethane paints may peel or bubble where the shrinkwrap touches it. Inserting a series of foam pads between the hull and cover allows condensation to escape. Finally, don't shrinkwrap the boat yourself. All it takes is a moment of inattention to ignite the shrinkwrap, and if the fire occurs inside the cover, it might not even be visible right away. This is one job best left to the pros.



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

December 2019



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