



# On Deck There



*East Peoria, Ill – CPR and First Aid Instructors Tom Keagle (left) and Shawn Burnley (right), assisted by Don Ackerman delivered top notch training sessions at Division 8's Training Day on March 2 at the MSD in East Peoria. Photo by Anna Poundstone.*

Newsletter of Division 8 of the USCG Auxiliary's 8th Western Rivers District. Division 8's area of responsibility includes Central Illinois and Northeast Missouri (NEMO).



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### **Division Sitrep**

By Butch Luhrsen, DCDR



Welcome to this month's edition of our division newsletter, *On Deck There*. I'd just like to say "Great Job!" to Shawn Burnley, Tom Keagle, and Don Ackerman for putting on such good training at our Division Training Day on March 2.

I'd like to mention some of the highlights that are occurring in the division and throughout our area of responsibility. We were able to assist the active duty coast guard by certifying one of their young crewmen in CPR and First Aid. He received top-notch training in my book.

Chad and Flotilla 8-1 did a super job organizing the safe boating exhibit at the Bass Pro Shop Fishing Expo during the last weekend in February. It really looked sharp. All the members participating deserve a job well done!

Hannibal's Flotilla 8-3 set up and staffed a public affairs / RBS Exhibit at their annual Hannibal Boat Show. Flotilla Commander John Davison, who spent time in the Army's Recruiting Command while he was in the service, held a "best practices" session on recruiting for the members. Klaus Stendebach racked up a trio of marine dealer visits to start his year off right. Mike Huff, who serves as an

assistant district staff officer in the diversity area, stated that Division 8 is the only division that has filled the flotilla and division diversity staff officer position. Doug Keller's vessel has been accepted as a facility and I'm looking forward to going boating on the Mississippi with Doug as soon as he becomes coxswain and aids to navigation verifier.

Flotilla 8-4 "The Floating Illini" is working hard on hosting the OPEX in June. We're hoping for maximum participation at Clinton Lake for this event, Operation Clinton Lake. It will be held over the weekend of June 7-9. I also spoke about boating safety at the Champaign-Urbana Bass Club at the end of February. From that talk we were able to line up vessel exams at two of their bass tournaments and an 8-hour ABS Course.

Flotilla 8-5 has passed the word that they will be celebrating their 50<sup>th</sup> Anniversary as a flotilla on Friday, April 5 at 7:00 p.m. at the MSD in East Peoria. Everyone is invited. Scott is setting the example by taking the Flotilla Leadership Course. Tom Keagle and Don Ackerman did a fantastic job instructing CPR at the Division Training Day. Members of 8-5 were also an integral part of the Bass Pro Shop booth again, doing a great job there.

Penny reported that Flotilla 8-8 had several of their members make the drive to Peoria's Bass Pro Shop Expo and help staff the Auxiliary exhibit. Nice job Calen Edgar and Jeff Danford. Boaters in the Lake Carlyle area have requested a safe boating course be given to them from Flotilla 8-8. Hopefully, there will be a chance to get out on the lake.

### **April Division Meeting to be held in Ted's Garage**

By Jeff Poundstone, SO-PB

I meant to say that the April division meeting will be held not in, but at Ted's Garage. Ted's is a super little restaurant located on Route 10/54 in downtown Clinton. They have a meeting room, which is perfect for a division

meeting. The meeting will begin at 9:30 a.m. for coffee and donuts.

The annual operations briefing coupled with the 1-hour TCT refresher will begin promptly at 10:00 a.m. This is mandatory

annual training for those members who are crew or coxswain qualified. The meeting is open to all division members. Please consider attending the meeting and step-up your involvement in the Auxiliary.

## CPR & First Aid taught at Division Training Day

By Jeff Poundstone, SO-PB



Division Training Day at the MSD in East Peoria. Watching a short video. Photo by Anna Poundstone.

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*I didn't drive all the way to  
Peoria from Missouri to earn  
a CPR card for me....  
I drove here and learned it for  
you, you, and you!  
~ Doug Keller, VFC-83  
Hannibal, Mo.*

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Chad Wiehe, Doug Keller, Bill Nelson, and Jeff Wilson, (L to R) pay much more attention today than they did in school. Photo by Anna Poundstone.

Twenty-one Auxiliarists and a lone crew member of the USCGC Sangamon turned out on March 2 for Division 8's Training Day. The Sangamon's Brandon Reed, originally from Shawnee, Oklahoma joined the Auxiliarists for this great day of training.



Seaman Brandon Reed of the USCGC Sangamon joined the Auxiliarists on his way to acing the CPR training at Division 8's Training Day. Photo by Anna Poundstone.

When he heard that there was CPR certification being conducted, BM1 Joe Lombard coordinated with our Auxiliary liaison Fred Peterson to ensure that Seaman Reed had a spot reserved in the courses. Even though it was a Saturday, and even though he had to sit in a room full of Auxiliarists who are all older than his parents, he aced the sessions and had a great attitude.

Douglas Keller, who lives thirty minutes on the other side of Hannibal, made the drive to East Peoria to get CPR qualified.

Keller said, "I didn't drive all the way to Peoria from Missouri to earn a CPR card for me, I drove here and learned it for you, you, and you!"

Flotilla 8-4's Shawn Burnley coupled with Peoria's Tom Keagle and Don Ackerman served as instructors for Division Training Day. The instructors did a fantastic job presenting the

material and adding color commentary. They presented the students with the American Heart Association's CPR and AED program as well as certifying the students in their LifeSaver First Aid course.



Kimberly Eyman, Bill Slusser, Don Ackerman, Debbie Ayres, and Julie Harris (L to R) from Flotilla 8-5 listening to instructor Tom Keagle, also from 8-5. Photo by Anna Poundstone.

Listening to and learning from the real world experiences of the three instructors was invaluable and made the course worth coming to for that alone.



Tom Keagle (L) and Shawn Burnley (R) did a top-notch job presenting and certifying participants in CPR and Life Saver First Aid.



## Man Overboard!

By Chad Wiehe, SO-MT

The Boat Crew Manual holds just a wealth of information for us, but from time to time it contains too much for our applications. We are not all operating boats with 4 crew on board. Around here that is the exception to the rule. So in my efforts to make the training more practical for "around here" I am going to focus on the parts that relate to just 2 persons on board; 1 coxswain, 1 crew. Believe it or not, that is the hardest scenario to train for. Really think about this, when was the last time you did an alongside tow with just 2 of you on board??? I don't think most of us would even attempt it.

Let's take a look at something simple, like pulling a person from the water. Now let's make it complicated, that person in the water is your crew person.... Now you're on your own, and don't have an extra set of hands to help out. That shipmate in the water is counting on your skills and expertise to recover them and recover them quickly, just like you would be counting on them to do the same.

I am going to paint a scenario, along with one possible way to deal with it. Hopefully this will illustrate the need for every member of every crew to be familiar with boat handling and practices along the way. You are on board a boat with the coxswain, the coxswain is at the helm and you're moving along at a relatively slow speed. The coxswain stands up to get a better look at something in closer to shore. Suddenly you have the wake from a boat that passed by roll your boat into a starboard yaw, and the coxswain dumps over the side.

It's kind of obvious that the part in the manual about someone calling out Man Overboard, is not going to

be much use.

Pointing at the man overboard isn't going to much good either. You have to do something, but what?

1. Get the prop away from your shipmate, and quickly. Believe it or not, at this point shutting off the engine isn't the best choice. What you would want to do is grab the helm and make a hard starboard turn.

But why starboard?

- a) If the man overboard is on the starboard side (As in our case here) by turning toward them, you're kicking the prop away from them. The objective is to get the prop as far away from them as possible, as quickly as possible. If he fell over on the port side, you would turn to port. Again this is moving the stern in the opposite direction, thus away from your shipmate.

2. Throw a life ring, or a throw cushion. Preferably with a strobe attached, in case night sets in. Your crew is already wearing a life jacket, but the more you can put out there the easier it is to see.

3. Most of our boats are not equipped with GPS around here, but if yours is, now would be the perfect time to push that MOB button. It stands for Man Over Board, and I think most of them that I have seen have been yellow. Yours may vary.

- a) What this does is gives you a very hard datum point to use as your Last Known Position or LKP. Just in case, this information might be useful later on.

4. Next step(s) get help!!! That horn switch there on the dash? Start blasting it; give it 5 good blasts, about 1 second each. Pause for a



Chad Wiehe, SO-MT.  
Photo courtesy of Mary Betzelberger.

few seconds, and then repeat the process at least 1 more time.

5. That little radio microphone sitting there? With the radio tuned to Channel 16? Now would be a really good time to pick it up and say PAN PAN, PAN PAN, PAN PAN (pronounced pawn pawn each time). Give your approximate location, describe your boat, and why you're yelling PAN PAN.

- a) Seems odd doesn't it, we still haven't gone to get your crew? The reason is, you know where they are, and you called for help already. It's easier to cancel help coming, then to get them coming in the first place.

- b) Now you have help on the way, in case you can't get your coxswain out by yourself or worse yet, if you lost sight of them and can't find them.

- c) All of this is done to help, not delay.

6. Now let's get down to the real business, saving your crew. Hopefully during all of the above you never really took your eyes off them and know exactly where they are.

(continued on last page)



Photo courtesy of Carol Lamberes.



US Coast Guard Auxiliary photo.

## In the Galley with Scott

### Dandelion Salad with Vinegar and Oil Dressing

By Scott Lamberes, AUXCHEF

Welcome to the galley!

A salad of freshly gathered dandelion greens, tossed with a homemade vinegar and oil dressing. This is my mom's dandelion salad recipe, the one we ate every year when I was a child. The dressing is mild, and it's my favorite dressing for dandelions. Dandelions are a free, healthy food -- yum!

1. Wash the dandelion greens in water in the sink. I usually wash in at least two sinks of water, and then cut off the root and put the (now separated) dandelion greens in a clean bowl. Be sure to include the buds (which have not flowered) -- they're tasty!

2. Combine dressing ingredients in a container with a tightly sealing lid. Shake until sugar is dissolved.

3. Put dandelion greens into a large bowl

(to allow room for stirring). Pour dressing over greens and toss to coat. Serve into bowls and add optional toppings if desired.

\*A note: Dandelion greens are best eaten before the flower has appeared. Using a large flat-head screw driver (or similar object), cut the root of the dandelion to release the plant.

Ingredients: Big bowl of washed greens &

#### Vinegar and Oil Dressing Ingredients:

- 1/4 cup vinegar
- 1/8 cup water
- 1 rounded tablespoon sugar
- 1/4 teaspoon garlic salt
- 1/4 teaspoon onion salt
- 1/4 teaspoon seasoned salt
- 1/8 teaspoon celery seed
- 1/8 cup olive or vegetable oil

**Enjoy! ~Scott**



Hannibal, Mo. – Flotilla 8-3 which is led by John Davison, FC and Douglas Keller, VFC hosted an Auxiliary exhibit at the annual Hannibal Boat Show. Klaus Stendebach, FSO-VE coordinated the event for the flotilla.

*"The Information Booth was coordinated by FSO-VE Klaus Stendebach. He is also the Hannibal Harbor Master."*

## Flotilla 8-3 Exhibit at the Hannibal Boat Show!

By John Davison, FC-83

Hannibal Missouri held its annual boat show at Jack's Harbor Marine Company with Flotilla 8-3 staffing an information booth throughout the March 9<sup>th</sup> event .

The Information Booth was coordinated by Klaus Stendebach, FSO-VE. He is also the Hannibal harbor master.

Jacks Harbor Marine Company was founded in 1960 by Jack Greathouse Sr. who was also a founding member of the Hannibal Coast Guard Auxiliary Flotilla. Jack (Sr.) passed away a few years

ago but his son, Jack (Jr.) continues to operate the business with his son Jason Jack. They are a three generation Coast Guard Auxiliary member family.

Current missions for the flotilla include Spring Vessel Safety Days in Hannibal, Quincy and LaGrange currently being organized by Fritz Stendebach, FSO-VE.

Doug Keller, VFC is planning Vessel Safety Days at Mark Twain Lake in April and May.

## Bells, Watches, and keeping time in the Age of Sail

By Jeff Poundstone, SO-PB

Several winters ago, I was fortunate enough to read author Patrick O'Brian's twenty volume Aubrey-Maturin series. These are the books that the movie "Master and Commander: Far Side of the World" is based on. It was a very cold winter and the opportunity to read the entire series over a couple months arose. Being both a sailor and a person interested in history, O'Brian's novels are one of life's great treasures.

Throughout the movie "Master and Commander" the ship's bell was heard ringing often. During the Napoleonic era that was portrayed in the movie, only a very rich man would have a working time piece aboard a ship-of-the-line. Captain Aubrey would have spent his money on a good wine and his favorite meal, which was a pudding called Soused Hog's Face. The only way to tell time aboard ship was to listen to the striking of the ship's bell.

Throughout the 1700s and well into the 1800s, the ship's bell was used to keep time aboard ship. An hourglass was used to monitor time and the ringing of the ship's bell. The bell was struck every thirty minutes, or on "every turn of the glass." The crew was divided into two shifts or watches. At

night, while one watch was awake, keeping the ship sailing on course, the other watch slept. The watches were divided into seven different time periods, beginning with "first watch."

First watch would begin with the sounding of eight bells, which meant "change of watch." As keeping time became more accurate, first watch began at 8:00 p.m. 30 minutes into every watch, the bell would be rung, or struck, once. 8:30 p.m. would be the equivalent of one bell on the first watch. At the next turn of the glass, the bell would be struck twice. At 9:30 p.m. the crew would hear the bell being struck three times and so on. The end of the four hour watch would be signified with the bell being struck eight times, or eight bells meaning "end of watch" or "change of watch."

Days aboard a ship-of-the-line such as Captain Aubrey's *HMS Surprise* were divided into seven different watches; five 4-hour watches and two 2-hour watches. Again, the first 4-hour watch is called "first watch" and it runs from 8:00 p.m. until midnight. At midnight, "mid watch" begins. It stretches from midnight until 04:00 a.m. When eight bells are struck at 4:00 a.m. in the morning,

"morning watch" begins. "Morning watch" lasts until 08:00 a.m. The change of watch at 08:00 a.m. and lasting until noon is the "fore noon watch." After noon and lasting for 4-hours until 4:00 p.m. is the "afternoon watch."

The two 2-hour watches are called the dog watches. The "first dog watch" lasts from 4:00 p.m. to 6:00 p.m. and the "last dog watch" runs from 6:00 p.m. until 8:00 p.m. when the 4-hour "first watch" begins again. There are many versions of why the dog watches are called dog watches; too many to go into in this article. The main reason for the dog watches is that so both groups can eat supper around the normal supper time and that the crew stands the different watches each evening, so no one gets stuck on mid watch every night.

Today, nautical history and traditions plays a large part in the things we actually do on the water and in port, our unique language we use in the Auxiliary, and in our ceremonies. When eight bells were struck at the Change of Watch ceremony in January, this is where that comes from; the actual changing of the watch 200 years ago.



Coast Guard Machinist Mate 2/C David J Morris striking the bell aboard the USS Blaze in December 1943. Photo courtesy of Robert Morris.



Sea Scout Matt Poundstone, striking the ceremonial ship's bell eight times to indicate the change of watch. Photo by Anna Poundstone.



## 2013 Coming Events

April 5  
Flotilla 8-5's 50<sup>th</sup> Anniversary  
Celebration. 7:00 p.m. at the  
MSD in East Peoria.

April 6  
Division 8 Meeting, Ops and  
TCT Refresher. Ted's Garage  
Restaurant, Clinton, IL. 0930  
for coffee and donuts.

June 8-9  
Division 8 Operational Exercise  
(OPEX). Clinton Lake Marina.

August 18-25  
NACON 2013. USCG Auxiliary  
National Conference. San  
Diego, Ca.

September 6-9  
8WR Fall D-Train. Lacrosse,  
Wi.

October  
Division 8 Meeting and Election.  
TBD

## On Deck There

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## RBS Exhibit at Bass Pro Shop Fishing Expo

By Jeff Poundstone, SO-PB

Auxiliarists from Division 8 staffed a recreational boating safety exhibit during a fishing expo hosted by Bass Pro Shop in East Peoria on February 22-23.



Jeff Danford from Flotilla 8-8 is shown here next to Flotilla 8-5's Donald Ackerman. Langie Radeke of East Peoria's Flotilla 8-1 patiently waits for the next visitor. Photo courtesy of Chad Wiehe.

Chad Wiehe, FC-81, coordinated with both division members and representatives from Bass Pro Shop as he led efforts in creating and working the exhibit. Wiehe, Jeff Wilson, Langie Radeke, and Fred Peterson of East Peoria's Flotilla 8-1 were joined by Don Ackerman, Bill Slusser, and Tom Keagle from Peoria's Flotilla 8-5 who helped set up and work the display. Jeff Danford and Calen Edgar from Flotilla 8-8 traveled quite a distance to help out and made this a true team effort.

The exhibit was set in a great location right in the middle of the Tracker Marine sales area and right next to the area where seminars were held. It was a great event to share our boating safety message, answer many boating related questions and possibly start a relationship with a strong boating partner like Bass Pro.

In addition to passing out dozens of pamphlets, several inquiries were made about public education courses and several boaters scheduled vessel safety check appointments with our examiners.



Bill Slusser of Flotilla 8-5 takes his turn pulling the duty at the Bass Pro Fishing Expo. Photo by Jeff Wilson.

Making his first public appearance was Cooper, the unofficial mascot of Flotilla 8-1. He was a big hit with the kids. Cooper is a 10 month old Newfoundland puppy, who is being trained in water rescue by his owner Chad Wiehe.

"The promotions director at Bass Pro hopes that we can create an ongoing relationship with them, said Chad Wiehe. "I hope our division will also continue building on this successful event; it's too big for one person or one flotilla to do alone."



Cooper, a Newfoundland puppy, in training as a water rescue dog, made a surprise appearance at the Bass Pro Shop Fishing Expo in East Peoria on Feb 23. He is shown here with his owner and trainer, Chad Wiehe of Flotilla 8-1. Photo courtesy of Mary Betzelberger.

(Man Overboard! continued)

7. If you have held your rudder, you have put yourself into what's called a "destroyer turn" From here you have to make decisions.

a) Is it best to continue my "Destroyer Turn"? (Yes, that is the real term for it as used in the manual).

b) Do I need to alter my course to get in a better position?

8. What you want to do now, is try to get your boat between the wind and them; you're going to drift faster from the wind than they are, so getting them upwind of you won't do any good.

a) Remember, it's better to make a slow approach, and recover on the first try, than to try multiple passes. Every time you get near them, you risk injuring them with the boat or the prop.

9. Now the real fun begins: getting them out of the water.

a) If they are alert this is fairly easy.

- Throw them a line

- Once they have a hold of the line, shut off your engine!!

- The reason is that you might need to maneuver some more, but at this point you're in more control.

- Bring them toward the boat

- Help them in, either up the ladder, or however your emergency re-entry plan dictates. (You do have a re-entry plan for your boat right?)

b) If they are not responsive, this gets very hard, very fast.

- With your boat as close as possible to them, use your boat hook to hook onto part of their life jacket, and pull them as close as possible.

- From here, I will defer to exactly what the manual says. It is also a method I have taught many times.

Remember to think and stay calm....

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If only one person is available to lift an uninjured person from the water, perform the following procedures:

Step	Procedure
1	Position the victim facing the boat with both arms reaching upwards.
2	Boat crewmember should reach down with arms crossed and grasp victim's wrists.
3	Boat crewmember should lift the victim straight out of the water while simultaneously uncrossing the arms. This should extract the victim from the water in a corkscrew motion.