



UNITED STATES
COAST GUARD
AUXILIARY

On Deck There



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).



Division 8 Leadership:

- Butch Luhrsen, DCDR, SO-OP
[Butch's email](#)
- Jim Konieczki, VCDR
[Jim's email](#)

Division 8 Staff:

Jim Konieczki
SO-VE, SO-PV

Kurt Ayres
SO-SR

Bill Slusser
SO-MA

Bud Grimm
SO-IS

Doug Keller
SO-CM

Butch Luhrsen
SO-OP

Chad Weihe
SO-MT

Patsy Smith
SO-FN

Jeff Poundstone
SO-PB

Shawn Burnley
SO-DV

Thomas Keagle
SO-PE

Anna Poundstone
SO-HR

Tyler Fortner
SO-CS

Fred Peterson
SO-NS

Change of Watch Sets the Tone for 2013

By Jeff Poundstone, SO-PB

The 2013 Division 8 Change of Watch played to a full house of over 40 members and guests at the Ozark House in



Division 8 Staff Officers being sworn in. Photo by Debbie Ayres.

Bloomington as Butch Luhrsen and Jim Konieczki were sworn in as division commander and vice division commander respectively. After a super lunch laid on

by the Ozark House, Champaign's Sea Scout Matt Poundstone sounded 8 bells to begin the Change of Watch. The Sea Scouts were going to present the colors, but the flag staffs were too long for the ceiling. Rielly Sanders, Sea Scout Sam Poundstone's cousin, performed a beautiful version of the National Anthem and then as an encore performed the Coast Guard Song, *Semper Paratus*.

Kurt Ayres delivered a heartfelt and yet salty invocation and also the benediction to end the ceremony. Butch and Jim were sworn in by a

combination of CWO Eric Kvistad and Frank Amato, DCAPT-E. Also being sworn in were the Flotilla Commanders and the new Division Staff Officers.

Attending today's ceremony from the USCG were LT Micah Bonner, OIC of the MSD Peoria and CWO Kvistad, who is the 8WR District's Operations Training Officer (OTO).



Rielly Sanders singing Semper Paratus. Photo by Debbie Ayres.

Report From the January Division Meeting

By Kurt Ayres, SO-SR

Greetings! The quarterly Division 8 meeting was held on Saturday, January 5 at the Ozark House Restaurant in Bloomington. Present and comprising the division board were: Butch Luhrsen, DCDR; Jim Konieczki, VCDR; Frank Amato, DCDPT-E; Jeff Wilson, VFC-81; Douglas Keller, VFC-83; Jeff Poundstone, FC-84; Scott Lamberes, FC-85; and Christopher Ware, IPFC-88. From the USCG, and participating in the discussion was our Operations and Training Officer, CWO Eric Kvistad.

The Presiding Officer and the Secretary were present. A Quorum was present. Minutes of the 20 October 2012 meeting were approved. Reports were received from the flotilla commanders and the division staff officers present. A motion that lifetime dues for Nicholas Swiatkowski, IPDCDR to the Past Captains/Commanders Association are to be paid by the Division was made. Discussion followed and a motion to amend was made. The motion to amend the above motion is to also reimburse all

Past Captains/Commanders whose lifetime dues have not been paid by the Division. Motion by IPFC Ware. Second by DCDR Luhrsen. Both motions were tabled until April division board Meeting. A motion was made to add a division award for most hours by an Auxchef each year. This motion was also tabled until the April division board meeting for want of further information.

The meeting was adjourned at 1215.

A Note From the Division Commander

By Butch Luhrsens, DCDR



Butch Luhrsens, DCDR, USCG Auxiliary Photo.

"Listening to Jeff and Anna's niece sing the Star Spangled Banner followed by Semper Paratus at the Change of Watch may have been the highlight of the year and it's still January!"
~Butch Luhrsens, DCDR



Jim Konieczki, VCDR, shown here wearing his Recreational Boating Safety Award. Photo courtesy of Scott Lamberes.

Greetings Shipmates:

First, I would like to thank everyone for the vote of confidence in supporting Jim and I to be your leaders for 2013. We will do our best to make this a successful year in Division 8.

Next, I wish to say thank you for a very nice Change of Watch ceremony in January. BRAVO ZULU to Jeff, Anna, Sam, and Matt Poundstone for all of their time spent in preparing and setting up for the

event. A SPECIAL THANK YOU to Rielly Sanders for her vocal talents in the singing of the Star Spangled Banner and Semper Paratus. And thank you to Reverend Ayers for his invocation and benediction. Thank to Jim and Karla Konieczki for the cake at the reception after the ceremony. I also would like to thank CWO Kvistad for his presentation as our speaker.

And now the work for the year begins. Even as I

write this column, I am thinking also of our planning meeting tomorrow for OPEX. We are going to make it the best ever in Division 8. I am planning on enlisting the help of the staff throughout the year. So, thank you all for agreeing to serve on the Division Staff for 2013.

If Jim and/or I can help in any way, please let us know. We will do our best to accommodate.

Thank you.

Butch

A Worthy Pursuit - The RBS Award

By Jim Konieczki, VCDR

Last year I earned the Recreational Boating Safety Award. I wear my RBS device on my uniform with a sense of accomplishment, because this is an award that takes a lot of effort and time to earn. I would like to urge everyone to consider pursuing the RBS Award.

In my opinion, our mission pure and simple, in the Auxiliary, is Recreational Boating Safety. To earn the RBS award an

Auxiliarist must accumulate 120 points each year over a two year period. Points are earned by conducting vessel safety checks, making a marine dealer visit, serving as an instructor during a public education course, and even delivering RBS speeches as a Public Affairs Officer. A point is earned for each vessel safety check or marine dealer visit. Alternatively, a point is

earned for every hour spent as a primary instructor, public affairs conducting certain RBS tasks, and in areas of governmental affairs.

I'd like to see everyone qualify as a vessel examiner and instructor. That is the heart of why we are here. I'd love to talk about the RBS Award and how you could earn it.

Ask me anytime.

OPEX Training Team – Working hard at planning!

By Jeff Poundstone, SO-PB

The Opex Incident Staff held its first planning session on January 12 in Bloomington. Jeff Poundstone reported that the Clinton Lake Sailors have offered us their facilities for camping and

cooking. Chad Weihe, planning chief, spoke on SAR scenarios. Scott Lamberes, logistics chief, reported his plan for a steak fry on Opex Saturday night. Butch Luhrsens wants to get some check rides done

before June. Shawn Burnley and Jim Konieczki discussed arrangements, scenarios, liaison, public affairs, and a host of other topics leading to some good training and fellowship at Opex 2013.

AUXWEA Revision Project

By Rich Wynne - Branch Chief Asst. – Weather (BA-TAW)

I hope the new year is off to a good start for everyone. I met some of you at the outing/meeting last fall at Clinton Lake. I have recently moved to Central Illinois from the Texas Panhandle having just retired from the National Weather Service. I was not very active in the CG Auxiliary during the past year while starting retirement and making a big move from Texas to Illinois. I am now going through the transfer process. Before long, I hope to be a member of Flotilla 84.

In the meantime, however, I was tapped to be a member of CGAUX Training Directorate staff, serving as branch chief assistant for weather. There have been numerous complaints

concerning the Weather Specialty Course, AUXWEA in recent years. The main problem seems to be that it includes a lot of unnecessary information.

I took AUXWEA a long time ago, way before the current revision. I have to admit, when I reviewed the latest course, I had to get some of my old college texts out to check some of the formulas presented in the Course. There is probably a way to make the course more efficient and to the point.

So where is this going? A Tiger Team (of three people) has been formed to conduct a review and revision of the course. The team charter has been approved and work has begun. The objectives

are by late this year to develop: 1) a student study guide, 2) instructor's guide, 3) and supporting Power point presentation. Work on the student guide is already in progress.

My involvement has been limited so far, but will increase once the chapters have been developed. I will help review the meteorology in the course. The aim is to make the material easier to understand and expand the Auxiliarists' weather knowledge as it relates to the marine environment and boating safety. The course should be such that it should not have to be taught by a meteorologist, but by an experienced mariner. I will have more on this later.

"The aim is to make the material easier to understand and expand the Auxiliarists' weather knowledge as it relates to the marine environment and boating safety!"

~Rich Wynne, BA-TAW

Approximating Distance – A Formula

By Chad Weihe, SO-MT

For this month's "On Deck There" I would like to share a tip I recently learned about judging distance at sea. To break it down to the basics, it's really a geometry equation.

Measure the distance from the water line to your eye in the different look out positions on your boat. Now take the square root of that distance in feet and multiply it by 1.17. What you have now is the distance to the horizon in miles. (For the hardcore

physics folks, yes I know it doesn't account for light refraction based on humidity, but let's keep this simple since it's a rough estimate).

Now as an example, if I am standing on Bill Slusser's boat on the weather deck, my eye will be roughly 6 feet above the water line. So that means the water horizon would be roughly 3 miles from me. (2.87 to be exact). If I can see something in the water, I automatically know it's not

more than 3 miles away. If it's halfway between me and the horizon, it's 1 ½ miles away. Simple math! You can find a much better article about this on yachtingmagazine.com.

As we are in the winter season, it's a really good time to be thinking about what it is we each want to learn with the coming season. Talk with your FSO-MT, from there we can get the MT's together and come up with a division wide member training plan.



Chad Wiehe, SO-MT
Photo courtesy of Anna Poundstone.



Photo courtesy of Carol Lamberes.



US Coast Guard Auxiliary photo.

In the Galley with Scott

By Scott Lamberes, AUXCHEF

Welcome to the galley!

This month's galley recipe is one of my favorite, Apple-glazed barbecued baby back ribs.

First let's preheat our oven to 250°. In a bowl, mix 1/4 cup of the sugar with the garlic salt, chile powder, salt, black pepper, celery salt, cayenne, cinnamon and white pepper. Transfer 1 tablespoon of the spice mix to a medium bowl and whisk in the cider, apple jelly, honey

and the remaining 1/4 cup of sugar.

Next, pull the membrane off the underside of each rib rack using a towel to grasp the corner. On a rimmed baking sheet, rub the ribs with the remaining spice mix; bake, meaty side up, for 2 1/2 hours. Pour the cider mixture over the ribs and turn to coat. Tightly cover with foil and bake for 1 hour.

Lastly, light a grill. Uncover the ribs and brush with the

barbecue sauce; grill over moderate heat, turning and brushing, until glazed, 15 minutes. Let rest for 10 minutes, then cut between the bones and serve.

This will take about 4 hours 30 minutes to complete and feeds 4 small children or 2 hungry Auxies!

The ingredient list is attached.

Enjoy! ~Scott

The Auxiliary in Action – Mayday, we have a fire!

By Brad Simpson, Auxiliary Public Affairs Officer

During a routine safety patrol on Lake Wylie two members of the USCG Auxiliary observed a vessel on fire near Lake Club Marina, in Rock Hill, South Carolina. After fueling the boat and pulling away from the fuel dock, the engine backfired and black smoke started coming from the engine compartment.

The Auxiliary vessel was on the scene less than a minute after the fire broke out and soon after arriving on the scene the vessel was fully engulfed in flames. The Auxiliary crew observed seven passengers in the water. The Auxiliary boat crew deployed flotation devices into the water to assist the victims. Two of the adults in the water appeared to be non-swimmers so the

crew proceeded to assist these passengers first.

Auxiliarist Fred Thompson stated, "Auxiliary crew member and Commodore George Jeandheur grabbed hold of the first man's arm and held him alongside of the boat and maneuvered him toward the swim ladder on the stern of our vessel. After retrieving him, Commodore Jeandheur assisted the other non-swimmer out of the water".

The remainder of the passengers, all from Rock Hill, made it to safety on their own with assistance from bystanders on the fuel dock. Only the 7 year old child was wearing a life jacket.

After confirming that all passengers were safe on

the dock, Auxiliarist Thompson and his crew proceeded to the burning vessel that had drifted into other boats tied up at slips along the fuel dock. Approaching the burning vessel from upwind, Commodore Jeandheur assisted in taking the burning boat in tow and pulling it away from the other vessels and the fuel dock. The Tega Cay fire boat then proceeded to put out the flames.

Fred Thompson was the Auxiliary Patrol Commander and was assisted by Auxiliary crew member and Commodore George Jeandheur with Marie Thompson standing radio watch on shore. The crews training, quick thinking and prompt response saved lives and prevented the additional loss of property.



ROCK HILL, SC - Seventeen foot recreational vessel in flames on Lake Wylie, South Carolina. Photo courtesy of USCG Auxiliary.

Sea Scouts – A Proud Tradition and Worthy Mission...too.

By Jeff Poundstone, SO-PB

According to the November 1942 edition of the "National Sea Scout Log" there was great concern for the survival of the Sea Scout program due to the enormous drop in membership during 1942. Sea Scouts, including both the scouts and their leaders had answered the call by providing both men and officers for the nation's armed forces at the onset of World War II. (Chronic & Mozo, 1942) The December 7, 1941 surprise attack upon our naval base at Pearl Harbor was less than a year old. The Pacific Fleet lay at the bottom of the harbor. The Navy

hurried to increase the defenses along the West Coast and the outlying Pacific Rim. Secretary of the Navy Frank Knox ordered that the small, agile PT boats be quickly mass produced to serve a defensive role while the large ship yards came online in constructing larger warships.

To man the PT boats, the Navy put out a call for 5,000 officer recruits with experience operating small boats to both teach and lead the crews. A naval officer, who happened to be a former Sea Scout, saw this request and immediately flew to Washington D.C.

to speak with Secretary Knox. (Deglinnocenti, 2012) He informed the secretary that there was an existing organization in the country whose members trained weekly on small boats and spoke the nautical language. This organization was the 27,000 member strong Sea Scout branch of the Boy Scouts of America.

Knox wrote a letter to Dr. James West, the top official of the BSA, asking for his assistance in recruiting Sea Scouts for the Navy.

(Continued on Page 7)



Above. Sea Scouts and Skippers of yesteryear.

Division SO-HR Reports in to help out!

By Anna Poundstone, SO-HR

I've been appointed to serve as the Division Staff Officer-Human Resources (SO-HR) for 2013. I would like to point out that I have resigned my position as the FSO-HR. If I happen to make any recruiting calls based on information received from the national flotilla finder, I will make those calls representing all five Division 8 flotillas equally. As SO-HR, I will not be making any calls recruiting or advocating any one flotilla over the other, including my own.

The SO-HR is responsible for the division recruiting,

retention, new member processing, uniform acquisition, and several other duties. I would strongly recommend that you take a look at several of the recruiting brochures and pamphlets available to us. Remember to pass out the pamphlets when you are conducting vessel exams or public education courses. What a perfect way to get our name out there and let the boating public know what we do.

The district website also has a hidden gem. It is called the Used Uniform Exchange. Log in to the

member zone and find uniforms, select the Used Uniform Exchange to find incredible uniform bargains. The managers of the exchange are very fast in both delivery and communications. Highly recommended.

I'd like the FSO-HR officers to know that I'm here to assist you in the human resources field. If you need any assistance, a second opinion, or my two cents, I'm available after 5:00 p.m. during the week and I do check my email daily.



Anna Poundstone, SO-HR, letting the FSO-HRs know she's available. Photo courtesy of James Dunne.

2013 Coming Events

January 5

Division 8 Meeting and Change of Watch. Bloomington, Ozark House 10:00 a.m.

March 15-16

8WR District Spring Business Meeting. Denver, Co.

April

Division 8 Meeting, Ops and TCT Refresher. TBD

June 8-9

Division 8 Operational Exercise (OPEX). Clinton Lake Marina.

August TBD

NACON 2013. USCG Auxiliary National Conference. San Diego, Ca.

September

TBD. 8WR District Fall Business Meeting.

October

Division 8 Meeting and Election. TBD

On Deck There

Newsletter Editor

Jeff Poundstone, SO-PB
jeff.poundstone@gmail.com

Contributing Editor

Jeff Wilson, FSO-PB
jeffcwilson@prodigy.net

Photographer

Deborah Dunne

Photographer

Anna Poundstone

Photographer

Debbie Ayres

Photographer

Scott Lamberes

Newsletter Mentor

Linda Vogel, ADSO-PB

Welcome to the Western Express

By Commodore Richard Lawrence

One of the common complaints that we hear is the lack of communications within the Auxiliary. The Western Express is an effort to reach out to the membership of the 8th WRR. The use of electronic means for communication is becoming commonplace these days and we can expect the use will increase.

While many of our members use email, we must not forget those members who do not choose to do so. In order to include those who do not use email, I ask FCs to ensure full distribution of this e-magazine to the membership. The purpose of the Western Express is to provide members with *timely* notification of some event or item of interest. This notice will be sent to every member of the 8th WRR who have an email address in AuxData. These notices will be a short introduction with a link to the complete story. You can follow the link if you want to read the information or move on to the next item. Some

members may not want to be bothered with this notice and if so, please feel free to get off the list by following the instructions to unsubscribe.



Richard Lawrence, DCO
USCG Auxiliary photo

We plan to send this out monthly and at other times when members should be notified. Examples of notices will be new postings to the 8th WRR "What's New" page, special events or similar comments that may be of interest to the membership. Any member or unit officer that wants to distribute information to the membership may submit their information to Penny Bailey, DSO-PA for consideration. Please note that this is not designed to replace the Western Rivers or of the obligations of any

elected/appointed officer to submit reports or articles. Rather, it is a quick notification to the membership of information and stories that might not otherwise be available. I am asking all members of 8th WRR to submit a story or picture to this magazine to let the rest of the district know what you are doing. You don't need to know how to write to submit a story. Just tell it in your own words and it will be cleaned up and entered into the Express. When changes are made to your story by the editors you will still get full credit. If we get too many stories and pictures for one issue we will include them in the next. Nobody's story will be thrown out unless it does not follow Coast Guard guide lines.

The Western Express is one of the new concepts that I want to try for 2013. Your comments and suggestions will be encouraged and welcomed. To make sure that we can properly handle comments, questions, submissions, please direct all to Penny Bailey DSO-PA.

April Division Meeting Announced

By Jeff Poundstone

The next division meeting will be held on Saturday, April 6 beginning at 10:00 a.m. in Effingham. Flotilla 88, led by Penny Clay, FC and Brandon Helm, VFC will be hosting this meeting.

If you are a boat crew member or coxswain this is the annual meeting where the mandatory

Operations briefing and the mandatory one-hour Team Coordination Training (TCT) refresher is given. Even if you do not participate in surface operations or are a trainee, this training is interesting and of value.

The meeting is open to all members in Division 8, so

even if you don't make it a habit of going to division meetings, please consider attending.

In his letter to Dr. West, Knox wrote, "They have earned this good reputation, because those who are already in the Navy have shown that they have been trained in two of the most important essentials of the good sailor- character and seamanship." Secretary Knox continued with, "The type of training the Sea Scouts have had peculiarly fits them for a new type of service for which the Navy is now in the process of procuring officers." (Keane & Winchester, 1962)

Dr. West personally sent out a letter to all of his Sea Scout Skippers asking that they send their best scouts to this special navy officer program. Over 7,000 Sea Scouts responded to Secretary Knox's call and entered an accelerated officer training program. The emphasis of the program was put on navy regulations rather than on nautical or seamanship subjects. 6,082 of the initial 7,000 recruits became commissioned naval officers and were then assigned to the PT Boat fleet.

Admiral Chester W. Nimitz, whose son was an Eagle Scout who commanded a submarine, later in 1947 said that Boy Scouts represented 40% of the one million men in his command, however they had won 60% of the

decorations for valor. The Admiral said, "I am happy that Secretary Knox lived long enough to see full justification of his faith in the Sea Scouts." (Keane & Winchester, 1962)

Today, there are approximately 7,000 Sea Scouts and over 2,000 adult leaders enrolled in nearly 700 Sea Scout units, which are called "ships" instead of "troops." Instead of a Scoutmaster, Sea Scout Ships are led by a Skipper and the ship's equivalent of an assistant scoutmaster is called a Mate. Although the majority of Sea Scout Ships are located near the coastal and the Great Lakes regions, there are still plenty of Sea Scouts active in the more land locked areas as well. The Sea Scout program today is tied together with the Venturing Program, both of which are designed as a co-ed, senior scouting program, open to both young men and ladies, 14-21 years of age.

In 2009, the Coast Guard Auxiliary's National Commodore Nicholas Kerrigan and the Chief Executive of the BSA Robert Mazzuca entered into a Memorandum of Agreement (MOA). The MOA states that both organizations would work together to promote recreational boating safety, citizenship training and character development. The Auxiliary agreed to provide public education

classes and vessel safety checks to all Scouts and it has the authority to provide operational training to Sea Scouts. Due to safety concerns, strict guidelines are in place limiting the number of Sea Scouts which can be on an Operational Facility (OPFAC) at any time, the type of equipment they must be issued, and restrictions on their involvement in direct operations. (Stevens, 2011)

The 100 year old Sea Scouts use nautical themes, history, training, and customs and courtesies throughout its program. Advancement is largely based on learning seamanship and leadership on an ever increasing scope and level of responsibility in the organization. The different ranks are, in order: Apprentice Sea Scout, Ordinary Sea Scout, Able Sea Scout and Quartermaster. The rank of Quartermaster is taken from the 19th or 18th century Sailing Master position. The Sailing Master was a long serving trusted advisor to his Captain who expertly handled his ship and skillfully navigated the seas. The ship's captain led his ship from an area aboard called "the quarterdeck". The helm and the sailing master were also stationed on the quarterdeck. Based on the master's position and his location, he was at times referred to as the

Quartermaster.

Becoming involved with a local Sea Scout Ship is a great way to meet and give service to the agreement between the Auxiliary and the BSA. Although there have been "Safety-at-Sea" events hosted by the Coast Guard and the Coast Guard Auxiliary for the last decade, again mostly along coastal areas, the new Agreement creates more than a once a year relationship.

The link to the following document provides a superb guide for Auxiliary boat crews to assist in providing training the Sea Scouts ([Sea Scout Training Document](#)). It marries up boat crew and coxswain training tasks that are to be learned by Auxiliary members and with subjects that the scouts must learn for their advancement. Training encompasses both shore side and underway tasks. A shore-side task, for example, the Auxiliary Boat Crew task, BCM-03-02-AUX which is described "Tie Various Knots, Hitches and Bends" directly corresponds to Sea Scout Advancement requirement "Apprentice 6, Ordinary 6.b". An example of an underway task is COX-09-04-AUX "Perform a Night Navigation and Piloting Exercise" which corresponds to Sea Scout Advancement requirement "Quartermaster 3.c, 10.b."

(continued on next page)

(Sea Scouts Continued)

There are a few ground rules from both organizations that must be abided by to conduct training involving Sea Scouts. Boat crew members who are involved with Sea Scout training are asked to complete an online BSA course entitled "Venturing Youth Protection Training." Underway training is to be conducted on operational facilities (OPFAC) that are under orders. Training vessels that have Sea Scouts on board should not be involved in SAR activities. If a SAR situation arises, the Sea Scouts should not be involved. There must be the minimum fully qualified Auxiliary crew on board, there must be an equal number of crew members and scouts and at no time should an Auxiliarist be left alone with a youth. The no one-on-one contact policy is firm BSA doctrine today, designed for protection of both the youth and the adult.

The coxswain has total discretion at all times to determine whether Sea Scouts are participating appropriately in a training opportunity. If the coxswain determines that any youth's behavior is inconsistent with carrying out the mission, the coxswain is encouraged to return the youth to the dock or abort the mission as appropriate. Providing underway training to Sea Scouts will be determined by the District Commodore and Director of Auxiliary.

Flotilla 08-04 "The Floating Illini" which sails out of Champaign, IL has become involved in training with Champaign's Sea Scout Ship 007. Last season saw several Ship 007 Sea Scouts sitting through boat crew mentoring sessions alongside Auxiliary boat crew trainees at Clinton Lake. "I'm proud of the boys earning their Apprentice ranks," stated Butch Luhrsen, DCDR for Division 8 and QE. "You hear stories about today's

Eagle Scouts not being able to tie a bowline or a square knot, well, that won't be our guys," he chuckled. By the end of boating season, the flotilla increased their number of qualified boat crew crewmembers by one and the Champaign Sea Scout program increased their number of Apprentice Sea Scouts by two. "I am so happy that we have become involved with the Coast Guard Auxiliary," exclaimed Julie Ramsey, Skipper of Ship 007. "We're taking a safe boating class from them in February and the scouts can't wait to get out on the water again next season." Skipper Ramsey also mentioned that two new Apprentices are also the first two Sea Scouts to earn Sea Scout rank advancement in Prairieland Council.

References

- Chronic, G., & Mozo, R. H. (1942, January). Activities - Pulse of the Program. *National Sea Scout Log*, p. 1.
- Deglinnocenti, C. M. (2012, September 7). *History of the Sea Scouts*. Retrieved from Sea Scouting History: <http://seascoutshistory.blogspot.com/>
- Keane, T., & Winchester, J. (1962). Sea Scouts to the Rescue:. *Boys Life Magazine*, 25.
- Stevens, D. (2011, October 28). Now that we have one, what do we do with it? San Antonio, TX, USA.

Apple-Glazed Barbecued Baby Back Ribs

Serves: 4; Total Time: 4 Hours 30 Minutes; Active Time: 30 Minutes;

These sticky, apple-scented ribs are cooked in the oven, then finished on the grill. They're a simpler version of a recipe that cooks the ribs entirely on the grill. To follow The example, use a thermometer to keep the temperature at a steady 250° and wrap the ribs in foil after adding the apple cider mixture.

INGREDIENTS

- ☐ 1/2 cup dark brown sugar
- ☐ 4 teaspoons garlic salt
- ☐ 4 teaspoons pure ancho chile powder
- ☐ 2 teaspoons salt
- ☐ 1 teaspoon ground black pepper
- ☐ 1/2 teaspoon celery salt
- ☐ 1/4 teaspoon cayenne pepper
- ☐ 1/4 teaspoon cinnamon
- ☐ 1/4 teaspoon freshly ground white pepper
- ☐ 1/2 cup apple cider
- ☐ 1/4 cup apple jelly, melted
- ☐ 1/4 cup honey
- ☐ 2 racks baby back ribs (about 4 pounds total)
- ☐ 1 cup prepared barbecue sauce

DIRECTIONS

- ☐ 1. Preheat the oven to 250°. In a bowl, mix 1/4 cup of the sugar with the garlic salt, chile powder, salt, black pepper, celery salt, cayenne, cinnamon and white pepper. Transfer 1 tablespoon of the spice mix to a medium bowl and whisk in the cider, apple jelly, honey and the remaining 1/4 cup of sugar.
- ☐ 2. Pull the membrane off the underside of each rib rack using a towel to grasp the corner. On a rimmed baking sheet, rub the ribs with the remaining spice mix; bake, meaty side up, for 2 1/2 hours. Pour the cider mixture over the ribs and turn to coat. Tightly cover with foil and bake for 1 hour.
- ☐ 3. Light a grill. Uncover the ribs and brush with the barbecue sauce; grill over moderate heat, turning and brushing, until glazed, 15 minutes. Let rest for 10 minutes, then cut between the bones and serve.