



On Deck There



East Peoria, Ill – Peoria's Flotilla 8-5 celebrated 50 years of Auxiliary service Friday evening April 5th at Marine Safety Detachment Peoria. Scott Lamberes, FC (center) is shown above receiving a 50 Year of Service Certificate on behalf of Flotilla 8-5. Presenting the certificate is Commander Kristina Dell'Orco (left) and Commodore Richard Lawrence (right). Photo courtesy of Julie Harris.

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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Commander's Comments

By Butch Luhrsens, DCDR



The April division meeting is already by us and there's nothing but a little Spring weather between us and the start of boating season.

I'd like to mention some of the highlights that are occurring in the division and throughout our area of responsibility.

We had a total of 21 members participate in our Division Training Day last month. It was a super job by everyone involved.

Flotilla 8-1 (East Peoria) is planning a Vessel Safety Check station at the Pekin boat ramp to kick off National Safe Boating Week. Chad Weihe, FC-81 also reported that they submitted three new member applications last month. Super job Chad, Jeff and Flotilla 8-1.

Hannibal's Flotilla 8-3 met at Jack's Marina. They are working on several VSC stations, both in the Hannibal area and in conjunction with the Army Corps of Engineers at Mark Twain Lake. Doug Keller, the Auxiliary Liaison to the USCGC Scioto, will lead efforts to have a division presence at the cutter's open house at the Keokuk Yacht Club on May 18. Mike Huff, our ADSO-DV suffered a bad knee injury. I'd like to wish Mike well and hope

to see him back on his feet sooner than expected.

Flotilla 8-4 "The Floating Illini" presented the ABS course to the Champaign Bass Fishing Club on April 13. Jeff Poundstone, FC-84, Richard Wynne, and I served as lead instructors. The bass club has also requested that we perform VSCs on their entire participating fleet at a tournament being held at Clinton Lake on April 20-21. This corresponds to a flotilla meeting, so our VEs will be out in force that day and start this season off right.

Flotilla 8-5 celebrated their 50th Anniversary and hosted an event at the Coast Guard Station in Peoria on April 5th. The DIRAUX, OTO, Lt. Bonner, and Commodore Lawrence were all in attendance. There is an article in the newsletter regarding the anniversary.

Penny Clay, FC and Flotilla 8-8 have been busy as well. They presented the ABS course over three days last week. Penny, accompanied by Ethan Brewer and Calen Edgar, attended a Water Task Force meeting on March 13. Ethan attended an IMART Earthquake drill training event. They have also been in contact with a Lake Carlyle organization and look to be taking their ABS Course on the road to present it.

The division has kept busy over the winter. Memorial Day weekend is fast approaching. I urge everyone to make it out to Clinton Lake for OPEX 2013.

Operation Clinton Lake - OPEX to be held June 7-9

The OPEX or Operation Exercise is our annual weekend training event that will be held at Clinton Lake this year on June 7-9. Chad Weihe, SO-MT has been extremely busy putting several scenarios together to challenge our boat crews on several

SAR related evolutions. . Scott Lamberes, FC-85, and his AUXCHEF team will providing meals and putting on a steak fry on Saturday night. The OPEX is for everyone who would like to participate, not just boat crews. . We would like you to attend

and serve on one of the vessels. You must have an ODU uniform to board. We need members to staff our recruiting station, first aid station, or assist the Chefs. Let your flotilla commander know you'd like to participate.

April Division Meeting Plays well in Peoria

By Jeff Poundstone, SO-PB



Penny Clay, FC-88 (above) and Christopher Ware, Team Coordination Facilitators, presented the annual TCT refresher to begin the day's training. Photo by Anna Poundstone.



Commodore Richard Lawrence (left) fields a question from Merwon "Smitty" Smith (right) prior to the Division 8 meeting at the MSD in East Peoria. Photo by Anna Poundstone.

Butch got a phone call that our meeting place, Ted's Garage in Clinton, was on fire. It ended up being a five alarm fire and one of our favorite places was utterly destroyed. The meeting location was changed to the MSD in East Peoria.

Butch Luhrsen, whose second hat is that of our division operations staff officer (SO-OP) delivered the annual operations briefing. He arranged a training session for both coxswains and facility owners in Peoria to familiarize them with the new AOM system, which is replacing POMS. He updated the members regarding operational finances and the status of personal protective equipment (PPE).



Donald Ackerman (left) tells Bud Grimm, who had just returned from sunny Florida the day before, that the coffee and donuts are behind him. Photo courtesy of Anna Poundstone.

I encourage you to do what you do best, educate the recreational boater by way of Public Education and Vessel Exams. Those two functions have saved many more lives than anything else the Auxiliary does.

~ CWO2 Eric Kvistaa

COMO Richard Lawrence, our district commodore, attended Flotilla 85's ceremony the night before and was able to speak to the division members on Saturday morning to kick off the training sessions and division meeting. The Commodore began the day sharing information about the recently held DTRAIN in Denver and how the budget cuts will affect the Auxiliary. The compromise that was reached regarding holding the DTRAIN was that it will be working and training oriented and white uniforms will be rarely seen and that less people will be paid for their travel and lodging. He answered every question the members asked him and then excused himself for his 12 hour drive back to Little Rock. He had to make that 500 mile return trip to attend another Auxiliary event. Best Wishes and Godspeed.

Penny Clay and Christopher Ware served as Team Coordination Training (TCT) facilitators for the first training session. A scenario was presented which was similar in scope to our Peoria 4th of July safety zone mission. Crews

The division business meeting was held after a lunch break. Reports were presented by the flotilla commanders, district captain, and several staff officers. A quorum was present. A motion was made to accept the minutes of January's division meeting. A motion was withdrawn regarding a new division award for AUXCHEFs. It may be brought up again when more AUXCHEFs become qualified. It was also decided to award past division commanders with a membership in the past commander's association on a case-by-case annual basis. It was also decided to support the Scioto's Open House on May 18 by staffing a VE booth. The next division meeting will be held on Sunday of Opex weekend, which is June 9, at Clinton Lake.

Lessons from the Sinking of the Bounty

By Chad Wiehe, SO-MT

I am going to preface this entire article by saying that the investigation into the sinking of the Bounty and the loss of two lives associated to that sinking are still under investigation. This article only captures statements made by the crew and professional mariners associated with the Bounty during an 8 day hearing on the matter.

I would also like to thank CWO (ret.) Mario Vittone for his permission to use excerpts from his coverage, and his expert analysis.

I have listened to over 40 hours of testimonies and read numerous editorials from professionals in the boating community, both in search and rescue roles, and from the perspective of ship owners, but not the owner of the Bounty, who invoked his 5th amendment rights.

The Bounty was basically a yacht, a well-crewed recreational vessel if you will. It just happened to have looked like, and been named after a famous ship known as the HMS Bounty. Built to be historically accurate on the outside, inside she was a modernized vessel, complete with bilge pumps and diesel engines. Since she didn't take passengers, she didn't fall under regulations for cruise ships. The only times she had non-crew on board was when she was dockside, and then only as a floating attraction, which really limited what the Coast Guard could look for.

Illusion of experience

One fact noted during the hearings was that only one of the crew had ever worked on a ship other than Bounty. Outside of her Skipper the most seasoned member of the crew only had 4 years of experience. This was the first mate. His prior

experience was as a landscaper. I felt this was particularly noteworthy since, in a way, it reflects us in the Auxiliary. Very few of us have spent a great deal of time at sea, or on board vessels in a professional capacity.

There are a few of us, myself included, who used to make putting to sea our living. Even though to the best of my knowledge, none of us experienced the loss of a vessel, we all gained knowledge of how boats work, and through mistakes, all of us learned what is the absolute wrong thing to do.

One thing that we can all share is that the way it's done on one ship, is not always the best way on another ship. In some cases, the way we learned on one ship would get you in trouble on others. That's where the Auxiliary has the advantage. You can get out and work with multiple crews, on multiple boats, and learn what feels right for you, or learn why what you thought was right really isn't.

Mario Vittone, one of America's premier boating and water safety experts probably said it best, "He clearly confused his lack of failure, with success."

So what does that mean for us? Well, frankly it means that just because you did something, and didn't fail, it doesn't mean it was the right choice(s). So in all cases if you follow the manual, to the best of your ability, and not try to shoot from the hip, you will succeed every time. Otherwise, you're not really succeeding, you're just not failing.

Substandard Repairs

So we know the crew really had no experience -- so in that case, they



Chad Wiehe, SO-MT.
USCGAUX Photo.

didn't really know right from wrong. When their captain told them to use DAP 33 to caulk the seams of the Bounty during their dry dock right before the sinking, they didn't know that it could be a fatal decision, or at least partially to blame. Caulk is caulk right?

Well the short answer is no. The owners of the Bounty were trying to keep her profitable, which meant not spending money on proper repairs. Using a caulk normally associated with window glazing and not designed for underwater applications was one way to do this.

Planks were known to have been rotted on the Bounty. By one estimate, 75% of the planks above the water line were considered rotted.

Believe me; the Coast Guard questioned everything in their hearings. I mean everything. So the question to ask yourself is this:

If you were to have a catastrophic loss of your vessel, and possibly a fatality as a result, are you prepared to stand before a Coast Guard board and defend the condition of your vessel?

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Photo courtesy of Carol Lamberes.



Smoked Duck! USGCAUX photo.

Necessary Items

- 5 gallon bucket
- 1 quart apple juice
- 1/4 cup kosher salt
- 1 garlic clove, diced
- 1/2 teaspoon cracked peppercorns
- Paper towels
- Timer
- Meat thermometer

In the Galley with Scott

Smoked Duck

By Scott Lamberes, AUXCHEF

Welcome to the galley!

As my good friend just discovered, the art of smoking meats takes practice and a lot of experimenting.

The weather is turning nicer and as we start heading outdoors, the smokers and grills will start getting fired up. I would like to point out while you can smoke a wide variety of meats, a commonly overlooked meat is duck or wild duck. If you are a hunter or know a hunter then you are lucky enough to get some wild duck from. The smoke brings out the natural flavor and tenderness of the meat. However, with its small size and texture, you must follow specific steps to finish with a perfectly smoked duck.

First off, prepare the brine solution by mixing the apple juice, kosher salt, garlic and peppercorns in a bucket. The brine helps to keep the duck meat moist and will remove some of the gamey flavor if you are using wild duck. Completely dissolve the salt.

Then submerge the duck meat into the brine solution and place in the refrigerator. You can brine the meat for about two hours, or overnight. (I prefer using the overnight time frame.)

For the third step remove the duck from

the brine solution, rinse with cold running water and pat dry with paper towels.

Then place the duck on the smoker racks and place the wood chips on the burner. You can choose from various flavors of wood chips to match your individual preference, including hickory, apple or maple. (For wild duck I prefer to use a mix of hickory and apple. For non-wild duck I use maple and sassafras.)

For the fifth step turn on the smoker and set the temperature to 225 degrees Fahrenheit. The lower temperature ensures even cooking without drying out the meat. You may have to monitor the temperature and add more wood chips as necessary.

Then set the timer and smoke the duck according to the weight of the meat. Whole ducks weighing about 4 to 6 pounds require about 2 1/2 hours while a breast requires 2 hours. Smaller ducks such as teal may only take 60 to 90 minutes to smoke.

For the seventh step check the internal temperature of the duck with a meat thermometer. Remove the meat immediately when the temperature reaches 170 degrees Fahrenheit.

Enjoy! ~Scott

USCGC Scioto – Open House in Keokuk

By Jeff Poundstone, SO-PB



The USCGC Scioto is a 65 ft. river buoy tender homeported in Keokuk, IA. USCG Photo.

Division 8 has been invited to an Open House hosted by the crew of the USCGC Scioto (WLR-65504) on May 18. The Open House will be held at the Keokuk Yacht Club in Keokuk, Iowa. The Scioto is a 65' river buoy tender that specializes in the placement and maintenance of the aids to navigation on the

Mississippi River.

The executive petty officer, BM1 Brian Cross met with Doug Keller, Division 8's liaison to the Scioto, for a working lunch early in April. Cross took Keller on a tour of the Scioto, introduced him to the captain and crew members, and had lunch in the galley. They spoke about how the division

could assist the cutter with augmentations, specifically ATONS and AUXCHEF support.

Keller brought the open house request to the division meeting and it was agreed upon to support it. Please contact your flotilla commander or Doug Keller if you would like to attend the Scioto Open House on May 18.

(Lessons from the Bounty, continued)

Are you prepared to answer why you cut corners with repairs or maintenance? If not, believe me, the Coast Guard will want to know why.

Omissions

A lot of the questions focused not only on what the crew of the Bounty did right or wrong, but a big part was what they didn't do, and why didn't they do it.

Here is what they did do. I will only list one, since if they didn't do this nothing else would have mattered... They left port.

They knew they were heading into a hurricane. The shipwright had told them to pick and choose their weather based on the rotted frames mentioned earlier. They chose wrong.

Examples of what they didn't do: The Bounty had several means for de-watering that normally would occur once, maybe twice per four- hour watch. They had five pumps aboard: two electric pumps, one hydraulically driven pump hooked to the bilge manifold, one hydraulic portable, and one gasoline-powered trash pump.

It sounds like they were pretty much ready for anything with all that de-watering ability at their disposal. That is, until we learned that the engineer didn't even know about one of the portable pumps, couldn't describe how to operate the hydraulic pump hooked to the manifold, and had never maintained the trash pump.

The crew routinely only operated one of the electrically driven pumps, since they "didn't want to wear out the others". When asked about their training with the hydraulic pumps, the chief mate responded that the first time they ever turned them on was on October 28. The Bounty sank on the October 29.

To a man, not a single person aboard the Bounty ever recalled even training with the pumps.

When the pumps were first pressed into service on October 28, there was a delay with using them. They had been in storage the whole time and the connections were so corroded, that they had to be cleaned

before they could be connected.

What does that mean for us? Again, it comes down to the maintenance of every system on your vessel. It comes down to training on every system on every boat in our fleet. I know it's a daunting task, but let me ask you this, how many of us routinely check the cleanliness of the backfire flame arrestor? Is it part of your pre-underway check? It is one of the most important safety systems on board your boat; is it in tip top shape? Are you prepared to answer why it is or isn't?

How about the flares on board? I know all of us know where they are, but how often do you really check the expiration date? Does your crew know how to safely use them?

Delays that Kill

One of the greatest mistakes made was waiting to call for help. With the permission of Mario Vittonne, I am not even going to try and explain it better than he did.

"On Saturday (the 27th), the weather started to turn and the bilges needed constant pumping. On any other ship in the world, that's called flooding. The code of federal regulations calls that a reportable marine casualty; it's something that should be, you know, reported. Daniel Cleveland testified that they were having problems with the ship's generator as well – another reportable marine casualty. Throughout the hearings we have heard about failed generators, impaired bilge systems, and engines dropping off line.

*According to 46 CFR 4.05-1, "An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, **auxiliary power-generating equipment, or bilge-pumping systems**" shall be reported to the Coast Guard.*

(continued on last page)



The Bounty lying at anchor on a nice day. USCGAUX Photo.



The Bounty sinking. USCGAUX photo.

May 18
USCGC Scioto Open House
Keokuk, Iowa

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

July 4
Peoria Fireworks Support
Peoria

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

August 18
Henry-Chillicothe
Canoe Float

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

October
Division 8 Meeting and Election.
TBD

1963-2013 Peoria's Flotilla 8-5 Celebrates 50 years!

By Jeff Poundstone, SO-PB

On April 5, 1963, Flotilla 85's first flotilla commander, Peoria's William L. Koestner accompanied by John C. Abraham and Richard Dragoo, the first vice flotilla commander and flotilla training officer respectively along with sixteen other new Auxiliarists stood as their charter was signed.



Butch Luhrsen (right) greets LT Micah Bonner (shaking hands), the officer in charge of the Marine Safety Detachment Peoria, at the 50th Anniversary celebration on April 5. Photo by Anna Poundstone.

Chief Warrant Officer Eric Kvistad and Butch Luhrsen, DCDR, made up the official party at the head table. Neither Scott Lamberes, Commander Dell'Orco, or the OTO were yet born in April 1963. Your newsletter editor was still in diapers when Captain Wev signed 8-5's charter. Butch was in Boy Scouts, earning the Life Scout rank and played catcher on his baseball team. Can you believe he earned the Bird Study merit badge but not Motor Boating?

Peoria's first flotilla commander, William Koestner passed away in 1995. I'm sure that he, John Abraham, and Rich Dragoo spent hundreds if not thousands of hours patrolling up and down the Illinois River as well as performing countless vessel safety checks at places like the Ivy Club, Seaway Marina, and up to Hamm's Holiday Harbor. Their legacy is alive and well and was well secured by our current Auxiliary veterans for the last several decades as Bill Slusser and his late wife Ellie, Smitty and Patsy Smith, and Don Ackerman have logged thousands of hours on patrol on the Illinois River and performed thousands of vessel exams in and around Peoria and the Illinois Valley.

Flotilla 8-5 has a cadre of Auxiliarists now, who have learned from Bill, Ellie, Smitty, and Don and are set to uphold the worthy mission and traditions of the Auxiliary for the next 50 years.



Bill Slusser of Flotilla 8-5 and longest serving member of the flotilla is given the honor of cutting the 50th Anniversary cake. Photo by Anna Poundstone

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The commander of the Coast Guard's 2nd District, Captain O.C.B. "Pete" Wev was the presiding officer at the chartering ceremony. With his signature, Captain Wev, a well-traveled and experienced Coast Guard officer from Ashland, Virginia, made it official.

On April 5, 2013, Flotilla 85's present flotilla commander, Scott C. Lamberes and Flotilla 8-5 were presented a 50-Years of Auxiliary Service certificate instead of a charter. Presenting the certificate to the flotilla, perhaps similar to how the original was presented to Bill Koestner 50 years ago, was Commander Kristine Dell'Orco and Commodore Richard L. Lawrence. Captain O.C.B. Wev, the presenter of the original charter was an experienced World War II Coast Guard veteran. Last Friday, presenting the certificate to Flotilla 8-5 was the Director, an experienced Coast Guard pilot and the Commodore, a veteran of the Viet Nam War, serving there around the time the original charter was signed.

(Lessons from the Bounty, continued)

There is a reason for that. Who is supposed to remember the pesky details of federal regulations on communicating with the Coast Guard? Well, licensed mariners of the Captain/Mate variety, for one. These regulations are "designed to increase the likelihood of timely assistance to vessels in distress." It will be argued, and should be, that part 4 doesn't apply to recreational vessels. It's a good argument. But common sense applies to everyone. The real reason to call someone on shore when you are having trouble is because you can. The original Bounty didn't have that ability.

Too often sailors think of the Coast Guard as a last resort. Calling "Mayday" means that you can't handle things and you're giving up. But "Mayday" (and again, I'm an expert) is almost never the first call to make. The rarely used but vitally important "Pan-Pan distress communication is meant to communicate to the Coast Guard that there is a problem aboard a vessel and assistance may be needed.

Not calling in as soon as Bounty experienced trouble denied the Coast Guard the advantage of giving the master critical advice. Advice like, "You're about to be in a situation where helicopter rescue is going to be difficult," and, "If you wait you will be making our crews fly into hurricane-force winds; even we have limits and dropping your life rafts and pumps will be impossible." It also denied the Coast Guard valuable planning and preparation time."

So again, how does this apply for us? Again I will answer with a question. The last time you were out on patrol, and the engine happened to stall while you were in the channel, did you call PAN-PAN? After reading Mario's commentary above, do you think that was the right choice?

One thing to remember, we are not crew on recreational vessels, we are maritime professionals, trained to the highest standards. You are not expected to act like a recreational boater. You ARE expected to act like professional mariners.

Responsibility

The hearings the Coast Guard is conducting are to determine the cause of the accident, and whether there is evidence of "misconduct, inattention to duty, negligence, or willful violation of the law" An interesting side note is, "if the master is incapable of making sound judgments, both before and after leaving the dock." In extreme cases (as it is considered when there is loss of life) subordinates can be held accountable if the master is unfit.

So to put this into our perspective, It's pretty evident about how misconduct, inattention to duty, negligence and willful violation of the law can be applied to us.

When we fail to maintain a proper lookout, have too much idle chatter, or other distractions. The lookout should be

able to use all of their senses, sight, hearing, and believe it or not smell. This would be an example of a willful violation of the law, and inattention to duty.

Misconduct is also fairly simple for us. We are professional mariners through our training and our representation of the USCG. We all took an oath to be bound by regulations. Failing to follow the NAVRULES, or any one of the COMDINST then we are not conducting ourselves suitable to the service we represent.

I know most boaters around here have no idea what two blasts on the horn mean, nor three, nor one. Most know five is bad but that's it. Does that mean we just shouldn't do it? Well if you don't and something happens, didn't you fail to follow the NAVRULES, and thereby commit negligence and since the NAVRULES are law, a willful violation of the law? If you ever have to go through a USCG investigation. Each and every member of your crew will be asked if you routinely followed the NAVRULES and used proper signals... If the answer is no, you're pretty much on your own.

Now let's look at the subordinates being held accountable. True, if the coxswain is injured, the mission is terminated. What's not true is that the mission is terminated. The policy is that you "shall terminate" the mission. So we need to know exactly when is the mission terminated. It's not while you're still out. Your mission is not terminated, until you are secured at the dock or out of the water depending on your circumstances. So if your coxswain is injured, and therefore unable to effectively conduct his duties, you are obligated to assume responsibility for the conduct of the vessel until such a time as the mission is truly terminated.

Train up, teach down. If you're a crewman, learn the job of the coxswain, if you're a coxswain, teach your job to your crew.

Conclusions

Really, I don't have any. At the time of this writing the investigation is not done.

I wanted to share what I have read, and what I listened to during over 40 hours of testimony, and maybe share some of what I was thinking during all of this.

During all of the testimonies, and reading all of the articles, I kept changing out the Bounty with, "Auxiliary Facility xxxx"

The names of those responsible are not important. The name of the vessel doesn't matter. A tragedy occurred and through that tragedy there are lessons we can all learn from.

We must all remember that we can and will be held to the same level of accountability as the crew of the Bounty, if something goes wrong.